

Boston's Antique & Classic Boat Festival  
Special Feature This Issue



# messing about in BOATS

Volume 12 - Number 9

September 15, 1994





messing  
about in

# BOATS



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Volume 12 - Number 9  
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## Our Next Issue...

Will continue looking in on the boat shows, with Ron Laviolette's report on "Les Cheneaux Island Wooden Boat show", Walter Fullam's account of the "Bay State Woodies", and Jack Moore's "Bayfest '94". I also bring you some photos of our local 1994 Salem Willows Cardboard Boat Race.

Lawrence Bausman will tell us of his adventures on "A Great Day for Rocky Sailing" and David Stookey outlines the ambitious cruising plans his family have in "Explorations".

We'll catch up on some previous promises with Hugh Horton's description of his "Osprey Sailing Canoe" and "Panfish Angler" fishing skiff, and there'll be four projects reported upon in "What You Are Building": Matthew Hilliers's "Two Spring Launchings", Reed Smith's "Newly Finished Piccup Pram", Steve Titcomb's "Sailing Canoe Simplicity" and Jerome Enot's "Simmons Sea Skiff".

Phil Bolger presents a "16' Plywood Catboat" and John Lockwood describes his scaled down Goldeneye sea kayak kits in "Small is Beautiful".

Scott White's series on "Boatwork" finally gets underway with "Living Aboard in a Boatyard"; Bob Steward discusses "Water resistant Glue" and a "Flawed Keel Delivery"; and TNT Kemble suggests we "Go Metric" to solve measurement problems in boatbuilding.

There'll also be more book reviews and the monthly "Happenings" update.

## On the Cover...

Showing off at boat shows the effort one has made in building or restoring one's deamboat is an aspect of messing about in boats that has its rewards. The experience can range from dead serious efforts at winning a "Best in Show" award to just sitting comfortably aboard at the dock and telling the passing folks about your dream. Hugh Ware caught this latter scenario for our cover, taken at the Boston Antique & Classic Boat Festival, featured in this issue.

## Commentary...

The television and newspaper coverage of the Cuban exodus that was taking place as this issue went to press in early September was not only a chronicle of desperate human efforts to escape the oppressive political and economic climate of the remaining bastion of communism in the western hemisphere, but was also illustrative of how uncomprehending non-boating people are of what an ocean crossing of 90 miles can mean.

The "boats" that the Cubans were using usually were "built" on the beaches chosen for departure from any available material that would float. And propulsion was typically left to the Gulf Stream, which would indeed carry these craft around the tip of Florida and up its east coast, and rudimentary sails, some sort of fabric sheet hung onto a pole with the hope that it would catch the wind. These craft most closely resemble those that are commonly slapped together for local "boat races" in community summer festivals on protected streams or ponds with rescue immediately at hand.

Reader Alicia Moore commented in a note that, "As I look at the many pictures of Cubans in makeshift small boats, I can't help thinking how lucky we are to be able to enjoy our small boats, and we all should note the desperation implicit in their 'messing about'. I also could not help but notice how different these Cuban boats are from those being used by the Haitians. Many of the latter were rather handsome, home built wooden boats, built by desperate people who still can practice a craft that has just about disappeared from those countries now able to access inflatables and other artificial buoyancy devices and materials. It's interesting that the Cubans talk about the problem of scraping up \$500 to buy their boats, you don't hear any of that sort of talk from those skinny, far less healthy looking Haitians."

Alicia goes on to suggest that a superb opportunity is passing for someone to do a complete pictorial coverage of all the different kinds of small boats being called upon to carry out this risky exodus. True, but who is in a position to do so other than the news media, which is naturally focussed on the human experience involved?

Her insight into the difference between the boats of the uneducated rural poor of Haiti and the educated urban middle class of Cuba is a telling one. The Haitians knew they were taking on a serious venture in their effort to sail to America, not only because they are further away than the Cubans, but because they still live more closely to nature and its realities and thus have a great respect for the vastness and unpredictable nature of the sea. The Cubans despite their current poverty and hardship, are from a culture that adopted U.S. life style back in the 1930's, and are now removed as far from living next to nature as most of us are. Their poverty is expressed in shortages of goods and services familiar to us.

I envision myself what attempting to cross the 90 miles from Cuba to Florida would be in scale for me around here, being at some point some 50 miles or more offshore, and not in a proper offshore boat but on some sort of barely floating craft

assembled from inner tubes, inflatables and poly blocks. I would have to be very desperate indeed to undertake such a voyage even in a proper boat, because I do have some awareness of the scale the voyage would entail as well as the limits of my own level of skills necessary to carry it out safely. And contemplating its potential for suffering and struggle and fear, if not disaster and death, in a makeshift craft just able to stay afloat, would certainly deter me from attempting it. The lust for economic freedom and opportunity which seems to be driving the Cuban exodus would not be sufficient to persuade me to risk the life of myself and my family in such an attempt at escape.

This is easy for me to say for I am not in their position and I do have an understanding of the immensity of the risk they are taking. The benign conditions at the beach that encourage them to depart and the likelihood that they will be rescued by the U.S. Coast Guard if and when it gets rough seem to be all the encouragement these everyday, non-boating people seem to need to go to sea. Fools rush in. No understanding of the sea and its risks stands in the way of their desire to flee. As they balance their raft precariously a few feet off the beach while the last couple of passengers climb aboard, they have no idea at all of what they are about to undertake. They see only Florida's gold coast a hundred miles away with all their fellow Cubans already living well there, the appeal is overwhelming now that Castro will let them go.

The Haitians, while attempting their exodus in boats more suitable for the trip, and often with someone skippering the craft who had some experience at sea, suffered catastrophes from overloading. Photos of 30' wooden sailboats with what seemed like 50 or more people crammed on deck gunwale to gunwale, illustrated their most glaring risk. If it got rough out there, that was it.

Even though it hasn't been specifically noticed as such by the public, this whole Caribbean exodus experience has included some very serious messing about in boats. Our little magazine devoted to the pleasures of this activity as we practice it has never contemplated what it could come to mean in the world of the disadvantaged. Now as I do contemplate the purposes that desperate and unaware people will adopt a small boat for, I am impressed with one more aspect of this situation. It is amazing to me that there have been no massive disasters amongst this vast fleet of small craft. Thousands are being rescued daily it seems but I've not heard reports of large losses of life amongst the refugees. Somehow their pathetic little boats stayed afloat long enough for them to be rescued.

Without this rescue service, aimed as much as keeping the Cubans from coming ashore in the U.S. as at saving their lives, certainly tragedy would escalate. It did earlier for some of those overloaded Haitian boats. And, I venture to guess that a fair number of the Cubans who have a better idea of what they are up to at sea, are making it to Florida despite the Coast Guard blockade. We don't hear reports of such successfully completed voyages but they must be happening. Even in the Florida straits it's a big, big ocean.





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### False Distress Signals

A VHF radio on your boat is not just a convenience, it is a major piece of safety equipment. VHF can, and does, save lives and property. Sadly, from time to time it is abused and that abuse can cost lives.

Not so long ago, a young girl drowned in the Great Lakes. The local Coast Guard Unit that might well have saved her was many miles away responding to a false "Mayday".

In Wisconsin, an 11 year old boy sent a series of distress calls while "playing pirate". When the Coast Guard could not make contact, it had to assume the calls were genuine and launched a search that cost \$5,268. His father faces a bill for search costs, fines of \$20,000 and the loss of his marine radio license.

On a busy Sunday afternoon last summer, Channel 16 was tied up for over two hours in coastal North Carolina by two small girls laughing, giggling and chatting despite repeated efforts of the Coast Guard Group to clear the emergency channel. Had there been a real distress call, it could not have been received. One commends the parents of those girls for teaching them to operate the VHF radio, every passenger and crew member should know how. One condemns those parents for failing to teach their children how to use the

radio properly and responsibly

A few years ago the Coast Guard in New York City received distress calls at 2:00am one winter night. Radio direction finders located the transmitter in the middle of Central Park and the perpetrator was arrested.

In 1993 the Coast Guard spent \$2,618,000 on searches that stemmed from hoax calls. It costs over \$5,000 an hour to operate a Coast Guard helicopter, small patrol boats cost over \$500 an hour and it costs approximately \$1,000 an hour to operate a 140' cutter. But these dollar costs, high as they are, pale to insignificance against the cost of lives and property that could have been saved had not the Coast Guard been diverted by a hoax.

It is a federal crime to make a false distress call. Adults are liable for the full search costs and face up to \$250,000 in fines and/or six years in jail. Lt. Cmdr. Deen Lee at Search and Rescue Headquarters in Washington, DC, comments wryly that "Most people don't know about the law, except for those who have been caught." Unfortunately, the stiff penalties cannot compensate for the loss of lives when rescue units answering fake calls can't respond to the real thing.

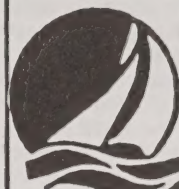
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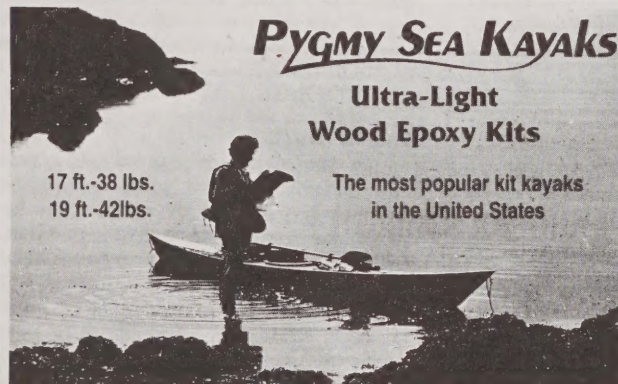
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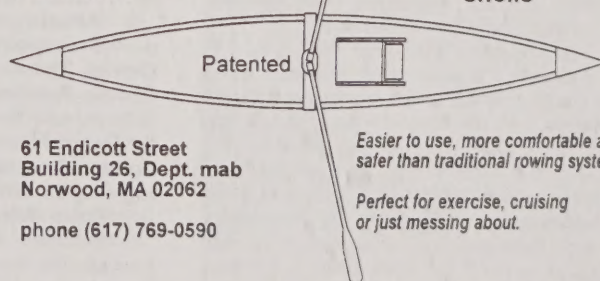
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## Enjoyed the Wooden Boat Show

It was real good being able to chat with you at the Wooden Boat Show. My wife was even impressed and began to understand what it is that makes me so attached to my bi-weekly fix.

I found the whole show to be terrific. I got a chance to talk with many of the "giants" during the day. I even got introduced to "Uncle Pete" and we had a good conversation dragging out old Tabor Academy stories.

On Sunday, I took my little Nutshell Pram out to sail in the one-design wooden regatta in the outer bay. It was a kick, and one you ought to get into the next time. I did realize that I've got to move up a notch in size, though. The 7'-6" Nutshell, as much as I love it, is just too small for the two of us and has just too little freeboard for the outer bay when there is a breeze. Maybe if a reader wants to get rid of a "project" wooden one-design for little or no money, he'd let me know. I'd like to fix it up and take it out with the big boys next time.

Bob Richardson, Washington, ME.

## Acquiring a Marine Library

About a year ago our public library in Port Townsend hired a new librarian and acquired a new life, especially in the area of boating books. Before then our library had less than a handful of marine books, here in this town where the boating trades provide much of the employment, not to mention its fame as a yachting center.

Based on this and a tight book budget provided by the city, our librarian applied for, and obtained, a Collection and Development grant based on the federal Library Services and Construction Act. An especially fine, very knowledgeable librarian was hired to administer the program, and she has collected a marine library second to none I have seen. She has even gone to England to buy books.

Libraries in other towns where boating is an important part of life can probably obtain similar grants and acquire fine marine libraries, though of course none could compare to ours.

Greg McMillan, Port Townsend, WA.

## On the Internet

I saw a copy of "Messing About in Boats" at the Bay Hen booth at the Waukechau Sailboat Show but failed to get your address at the time. But the Internet brings all things to those who wait patiently, so now I have your address and you have my subscription.

Do you have any interest in having a formal presence on the Internet? I am interested in working at the intersection of my two current passions, sailing and commercial use of the Internet.

Larry Walker, Madison, WI.

**Editor Comments:** Readers have been putting word about us up on various computer bulletin boards, for which we thank them. We have no connection nor potential for such connection available to us as computer illiterates already too busy to watch anything, TV, or computer screens. Typesetting the magazine on our old SE is as deep as we've gotten into contemporary computer involvement.



## Your Commentary

### A Simple Note of Thanks

Ward Bell isn't alone in his experiences with providing information and assistance to others who request it and subsequently hearing nothing further in the way of appreciation (August 15th "Your Commentary"). Twice this year I answered inquiries about the Wee Scot sailboat, furnishing requested details, where and when they were built, where further information might be obtained. Both boats had been built in the '20's so I had to do quite a bit of scratching around in my files.

Both my replies covered two pages, neither was subsequently acknowledged. A simple note of thanks would go a long way. This experience has made me reluctant to respond to further such requests for help. Why go to the trouble for uncaring people?

Philip Hinton, Kemah, TX.

### Worth a Loaf of Bread?

I'm not kidding, \$.83 per issue is shameful. My coffee shop charges \$.75 for a cup of coffee. Don't you think an issue of "Messing About in Boats" is worth a gallon of gas? A loaf of bread? Think about it.

Don Pence, Portland, OR.

**Editor Comments:** In 1995 the cost of our bulk mail postage is scheduled to go up substantially despite the worsening delivery situation. I have held off on a price increase awaiting the impact of this new cost. When I know what I'm facing, and when, I'll probably have to go up on the subscription rate. At present \$5.59 of your \$20 goes for postage for the class of mail that gets the poorest delivery service.

### A Wonderful Inspiration

"Messing About in Boats" is a wonderful inspiration. Articles like "Just Getting There" by Kent Mulliken; "How a Coyote Paddles a Canoe" by Moby Nick Scheur; and the excerpts from "Blueberry" by David Hume help me recall past good times and encourage me to persist in boating despite difficulties.

Stuart Wier, Boulder, CO.

**Editor Comments:** You readers provide this inspiration for each other, we provide the means for passing it on.

## Back to Childhood Summers

I very much enjoyed Moby Nick Scheuer's article, "How a Coyote Paddles a Canoe" in the August 1st issue. It brought me back to my childhood summers at Chautauqua Lake in New York during the '60's. We too paddled wooden canoes and a selection of 17' Grumman's at the Boys' Club. I am amazed at the similarity of our experiences. Swamping, racing, thudding verses, booming gunnels, and yes, even gunnel jumping. My best friends and I were consistently the three-man paddling champs. We too discovered the greater stability and momentum of the wooden canoes.

These experiences shaped my life considerably and I look forward to introducing my boys to canoeing and other outdoor activities. It was a pleasure having these wonderful memories stirred from their sleep in my mind. Thank you for bringing us your "real people" magazine.

Paul Whallon, Cedartown, GA.

## Got My "Ore Holders"

Many thanks for publishing my need for those bronze oarlocks. Did I ever receive an answer? You forgot to include my address.

My problem is solved however. I saw a set at the Antique & Classic Boat Show at Quincy, MA, in Edelman's display but the price was a little much. He had the best display and is quite a character and very gracious. Two weeks later I found my "Ore Holders" at a local flea market at 25% of the cost.

Bill Sieverts, Kingston, MA.

**Editor Comments:** Not only did I fail to include Bill's address with his inquiry but I failed to note it before disposing of his letter so I didn't know what it was. Subscribers are filed by Zip Code not name. Several readers did respond with offers of assistance.

## Give a Buck

In the spirit of encouraging small boat advertisers who offer information about their products or services without charge we should encourage a "Give a Buck" etiquette amongst readers requesting such literature. This should pose little hardship on legitimately interested inquirers and would be appreciated by those small entrepreneurs with limited means for advertising their work. It might also make it possible for them to provide more extensive information which would benefit all concerned.

Bob Coles, Moorestown, NJ.

## A Touch of Literary Genius!

Your magazine is great. A perfect mix of boat building/using, design, material evaluation and even a touch of literary genius here and there. I don't know if you had all this in mind when you started out but I think "Messing About in Boats" should be included as one of the definitions of serendipity in the next edition of Webster's.

It's funny how some readers compare "Messing About in Boats" to a long out of print boat magazine. In my view, yours has outdone that publication and stands on its own merit as the best ever small boat magazine, in or out of print.

Richard Jakowski, Putnam, CT.



### More on Resale of Plans

The debate on the ethics of plan resale in "Your Commentary" has been entertaining. Having sold over 100 sets of Seguin sea kayak plans over the past year I sat down to figure out where all the money went and to give some thought to the resale issue.

Expenses suck up 51% of the income from every plan set sold, including printing (21%), advertising (15%), shipping (8%) and miscellaneous (7%). That leaves the remaining 49% to pay for designing the boat, building the prototype, drafting a clean set of user-friendly plans and instructions for sale, designing a brochure and magazine ads, promoting the design, having copies of brochures and plans made, stuffing and addressing envelopes when requests for information come in, answering the phone, packaging plans sold, running to the post office ("How much will it cost to ship these plans to New Caledonia?"), keeping track of income and expenses, and preparing a tax return for Uncle Sam. So given the investment in time required to develop and market a set of plans you can see why designers might get a little upset if someone is selling "used" plans.

I disagree with Neil Folsom (July 15, 1994 "Your Commentary") that the designer is the "owner" of the plans, regardless of who paid to have them created. The designer owns the design, but the purchaser of the plans (i.e. pieces of paper) owns the right to do something with them. In the case of the plans I sell, and I believe this not uncommon in the boat industry, I convey to the purchaser the right to build one kayak. If the purchaser does not build a boat, he or she can sell the "unused" plans and the rights to build the boat to another. If two friends want to both build kayaks from a single set of plans, I ask for a royalty that is about half of the retail price of the plans (remember the 51% from above?).

I'd like to hear from other designers out there. Overall, this is a small market with honest buyers, so I'm not too concerned. Although I don't think the market for used plans is too hot, I would encourage aspiring builder to buy only "unused" plans, be they from the designer or a would-be builder who needs to create more space on the bookshelf. In the interest in more fun for all, I encourage you to keep on messing about in boats.

Rob Bryan, Woolwich, ME.

### Bitten by Trimaran Bug

Glad to see you have been bitten by the trimaran bug. It will help encourage experimentation by readers who are small boat builders. Can you imagine moving at 15-20 knots in a small boat!

Dave McCulloch, Old Lyme, CT.

### Multihull Plans

I am interested in trimarans and catamarans and hope you will be able to include designs for homebuilt multihulls in future issues.

Joel Owens, Escondido, CA.

### How About Those Trimarans!

How about those trimarans! We've been out twice on one of Ian Farrier's folding F-23's. Great fun!

Dave Brunkow, Portland, OR.

### Wrong Headed? I Don't Think So!

Charles Andrews of Kent, Ohio objected to my review of Bill Garden's book "Yacht Designs II" (May 15th). He very much liked the book and recommends it to all small boaters.

Reviews are by their very nature dangerous exposures. Certainly, the reviewer's biases and prejudices will leak through the envelope of criticism and certainly there will be many who have completely opposite views of the same work. Anyone who has ever watched Siskel and Eibert or Lyons and Medved will soon come to the realization that only rarely do reviewers agree and then often only reluctantly.

But when reviewing any work it is vital to remember the audience for which the review is intended. The readership of "Messing About in Boats" is largely (perhaps nearly exclusively) that of the small boat sailor and paddler or rower with the occasional internal combuster thrown in for variety.

"Yacht Designs II" does not really fit this readership. I looked at this book in my local bookstore with an eye to purchase it since "Yacht Designs" is one of my best loved and most thumbed through design collections and Bill Garden is one of my most revered designers. I passed on the book then however for the same reason I do not recommend it for readers of "MAIB".

More than 50% of this collection is motor sailers and power boats. Of the nineteen sailboats included, only two at 14 and 21 feet really fit the small boat category. The rest are: five boats at 25 feet and above, six at 30 feet and above, five at 40 feet and above, one at 50 plus feet and one brigantine at 106 feet. The remainder of the book is taken up with motor sailers and power boats.

Reader Andrews asks in his letter, "How could he fail to mention the wonderful dreamship 'Firefly', a perfect 1890's reward for a fellow who did well in the markets." "Firefly" is indeed an extraordinary work. As Bill Garden himself says, "Firefly" is an imaginary ship designed as an interesting study of what an ideal coastal cruiser of the 1880's might be." "Firefly" is stately, beautiful and immensely desirable. She's also a 151 foot coal-fired, steam yacht! Not exactly something any of us is likely to mess about in. The only messing about to be done in this dream ship will be with the black gang!

I was asked to write a review of this book for the readers of "Messing About in Boats", I did so and I stand by my review.

David N. Goodchild, Philadelphia, PA

### It Was Boring

The article "After 15 Landlocked Years" in the July 15th issue struck directly at me, the difference in my experience being that my pretentious ego led me to an attempt to build large ocean going sailboats. Last month I launched and, under power, took my just completed boat ten miles up the coast to a marina. It was a boring trip, like driving a bus only noisier. It seems that I have spent 15 years building boats in my spare time because what I really like is building things.

J.S. Marks, Windsor, ON.

### Struck by Similarity

I was struck by the similarity of that cover illustration on the July 15th issue to this photo I took last summer of my 18' gaff rigged sloop "Sunshine". Quite evidently David Hume and I share an aesthetic view of boats.

My boat is an 18' Marshall catboat hull which I bought bare from Marshall Marine and finished out with my own design gaff rig, wooden spars, lazy jacks, the whole turn-of-the-century bit. The only modern concession is a two-cylinder inboard engine.

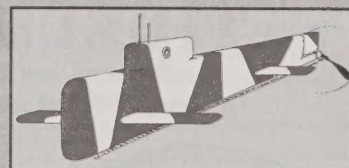
Dick Butterworth, Marblehead, MA.



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## BOOK REVIEW

### "Multihull Voyaging"

By Thomas Firth Jones  
Sheridan House, 145 Palisade St., Dobbs  
Ferry, NY 10522  
Hardbound, 202 pages, \$27.50.  
Review by Bob Hicks

Tom Baker at Sheridan House Publishing must have read my recent comments on my introduction to, and growing interest in, multihulls, for not long after those remarks appeared in recent issues a copy of this book showed up here with Tom's suggestion that I might find it of interest. Well, yes. This was a book I wasn't going to farm out for review. There's nothing like a new infatuation to whet one's appetite to know more.

Jones is an interesting writer, as well as being a designer and builder of multihulls, and is often quite irreverent of others' concepts. He ranges over both catamarans and trimarans and their designers and builders, all of whom he seems to know personally, in anecdotal style, and when early on I came across his comment that "Dick Newick is cursed with an eye for aesthetics", I decided this was going to be a fun read as well as informative.

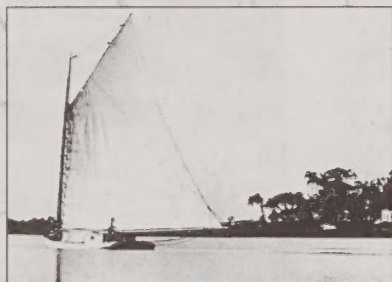
The book is divided into two parts. Part One: "The Boats", and Part Two: "The Voyaging". While my focus was on Part

One obviously, Part Two established clearly that Jones has been there, including six Atlantic crossings, sometimes in rather fragile and even damaged boats. The voyaging discussion illustrates the assertion espoused by all multihull enthusiasts that the much dreaded capsize fear promoted by monohull proponents is rubbish, that it virtually never happens and even when it does it leaves one still afloat and not headed for the bottom as a ballasted monohull would be.

Multihull proponents do a lot of defending of their peculiar preference in the overwhelmingly monohull world of sailing, and this tends to make them interesting people to hear from. Jones does not disappoint. He seems to favor catamarans, but says that trimarans are faster. He's designed and built and sailed both. His discussion of the boats encompasses a number of designs of both types along with much anecdotal material about their designers and builders.

While I was predisposed by my recent multihull experience with Dick Newick in "Ocean Surfer" to immediately read this book when it arrived, anyone with even a passing interest in what makes the multihull people true believers will find it very informative. The discussion of what makes these boats work is illuminating, and the discussion of cruising in them clearly spells out both their advantages and drawbacks. The book will add a lot to your understanding of another way of messing about in boats.

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## Maine Island Trail Association Establishes Stewardship Fund

When the MITA Board set this year's budget, we chose to strengthen the stewardship and volunteer programs which historically have proven essential. We chose to do this to insure that we are wisely managing the Maine Island Trail, in spite of the fact that regular membership fees will not cover all these activities. Therefore, this is the time of year we ask for your additional help toward stewardship of the islands and have set a goal for this Stewardship Fund at \$10,000. Together with corporate and individual contributions, this will help sustain the kinds of programs which assure good monitoring and management of islands, and involvement and education of users.

MITA's Stewardship Programs are first rate and awarded the sort of praise which follows this article by our members and volunteers, island owners and by conservation and recreation groups in Maine

and nationwide. Our model of voluntary stewardship is considered a standard for others to emulate. In fact, there are dozens of water trail or stewardship groups seeking the success of MITA. Sustaining these important programs and expanding the scope as needed requires significant resources.

Here are the kinds of activities that need your additional support:

Well over 200 MITA volunteers lent a hand with spring Clean-Up work weekends all along the Trail. And Section organizers traveled the Trail during a series of May reconnaissance trips.

During 25 island Clean Ups in 1993, MITA staff and volunteers gave 1200 hours of service on State islands as part of our management agreement with the Bureau of Public Lands.

108 Adopt-an-Island stewards monitored and reported on 75 Trail islands. 1994 interest in this vital program continues to be high.

In 1993, the first year of MITA's Recreational Use Monitoring Program, MITA reports provided use data and analysis from over 175 observations. For 1994, our Monitoring Program is underway with staff and over 30 volunteers making approximately 670 visits to 61 specific islands.

Over 50 boaters are participating in a series of Boat Skipper Training courses to become boat crews for monitoring and stewardship duty.

MITA encourages you to make as generous a contribution as you can to support MITA stewardship programs. \$50 covers fuel for two boats for a day; \$100 will sup-

ply stewards with monitoring materials; and 3 gifts of \$1000 pays for the new boat to monitor more islands.

Board of Trustees: Chair, Shelley Johnson; Vice-Chair, Forrest Dillon; Treasurer, Mervyn Taylor; Secretary, Lee Bumsted; Ken Fink; Jeff Isaac; David Kuhns; Bill Legge; Bill Marshall; Pat Phillips; Gordon Talley.

## What People Say About MITA:

...their islands are better cared for now that they are in the Maine Island Trail, than they ever were before.

... their family benefits from both the pleasure of visiting the islands and the satisfaction that they can help care for them.

... MITA's oversight and stewardship assures that they can open the public islands to everyone to enjoy.

... MITA's monitoring database provides reliable figures to work with for the first time, superceding existing theories of use based on wild guesses, casual observations and tea leaves.

...setting a good example is the greatest education tool there is; MITA's model sets a standard for management by users.

...that they support and volunteer for MITA because it gives them a chance to learn and to give something back.

Want to get involved, help out with this Stewardship fund, or learn more about MITA? Write to MITA, P.O. Box C, Rockland, ME 04841.

## Source to the Sea

More than 200 canoeists paddled into Newburyport Harbor as Source to the Sea's celebration of the Merrimack River drew to a close in mid-June. Flags flew, balloons bobbed and an enthusiastic crowd cheered as the core group of 12 canoeists completed their 160-mile journey down the length of the Merrimack. Their trip began at Profile Lake in the White Mountains of New Hampshire and ended at the Atlantic Ocean in Newburyport. The core group carried a bottle of water from Profile Lake to the Atlantic Ocean, symbolizing their run from the river's source to the sea.

Source to the Sea was a 16-day celebration of the Merrimack River. It ran from June 2 to June 18, and saw more than 15,000 people in two states turn out to salute the river's natural, historical and economic heritage. The event was sponsored by the Merrimack River Watershed Council, Public Service of New Hampshire, Coors, Malden Mills Industries, Inc., and the Merrimack River Initiative.

For the core group and the public the event was filled with memorable moments. They gained hope for the river's future from presentations at the Watershed Conference and the Concord, NH symposium on "Reconnecting Concord to the River." They learned of the river's geological past at Livermore Falls, an area of raging rapids and rocky outcroppings now protected by the state. Once threatened by development, the property is rich in natural history.

They gained an understanding of the river's history through lectures, music and theatrical presentations at Lowell and Lawrence.

They discovered anew the generosity of local communities as people from Souheginit Falls to Bridgewater to Franklin, and beyond welcomed them with banners, bands and food. From Manchester, NH to Merrimack, MA, dozens of canoeists joined the core group, urging them on as they neared the final legs of their journey.

Most of all, they renewed their appreciation of the natural beauty of the river, the whitewater thrills of the rapid segments, the wildlife sighted on riverbanks and the eagles glimpsed soaring overhead.

"Anyone who doesn't realize the beauty and diversity of the Merrimack just needs to spend a day on the river," says Ralph Goodno, president of the Merrimack River Watershed Council. "This is a river rich in wildlife, in history, and in economic contributions. It's a fantastic resource for all of us. Source to the Sea made us all more aware of the Merrimack's importance. Hopefully, this knowledge will stay with us and help us a safe future for the river."

For further information on the Merrimack River, Merrimack River Watershed Council, West Newbury, MA, (508) 363-5777.

## 1994 Town Class National Regatta

The Town Class Nationals were held August 6 and 7 at the Corinthian Yacht Club in Marblehead, MA. The Town Class, a classic 16-1/2 foot sloop first raced in 1936, is the oldest one-design class to continuously compete in Marblehead. The 19 boat fleet sat out the 6th due to heavy winds and choppy seas. Three races held on the 7th in light air put the pressure on with no throw outs in the scoring.

Results: 1: Rex Antrim, Nahant, MA, 4-1/2; 2: Lew Livermore, Marblehead, MA, 9; 3: Ron Geddes, Boston, MA, 9-3/4; 4: Jane Cooke, Marblehead, MA, 16; 5: Jim Cooke, Marblehead, MA, 20.

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# There Aint No Such Thing as a Free Launch

By Ruth Ellen & Charlie Pearsall

It's only a matter of time until some blood and guts Hollywood producer puts together a nautical adventure film featuring incredible crashes, heart stopping near misses, and violent martial arts sequences. It could be filmed on location near where we live or on most bodies of water where boaters gather. Action sequence film crews could use the same slippery rock breakwaters on either side of the gravel and flotsam ramp that the boaters must contend with (we suggest helicopters for fascinating closeups).

On any given summer weekend it is possible to find some poor would-be sailor completely lost in frustration and anxiety at the very edge of his sanity. As he prepares to launch his boat he realizes that his rudder is home in the garage, the mast is up but the masthead fly is on the hood of the car, or the life vests are in the trunk of the other car.

Then there are the days when the people gathered above him in the parking lot are laughing at his attempts to back his trailer into the water, and he discovers that the little bits of red plastic scattered around the retainer pilings used to be his taillights. In this era of disgruntled employees and drive by shootings, it doesn't take much to imagine one of these guys ripping the boom off his daysailer and wading through the audience of launch lizards like an axe wielding Viking gone berserk.

If you see a man on a ramp holding what appears to be a broken painter in his hands and teeth, and his throat is making a noise like a 1986 Chrysler 4hp motor on a rough idle, don't make eye contact and just back away nonchalantly, especially if he is soaking wet. Be warned also that in many cases it is a woman left holding the line as the husband (or ex-boyfriend) has no idea that when he returns from parking the trailer his future lies with an insane person holding a rope. (Are we allowed to call that a rope?)

At this point let us relate the story of the airborne boat. We have heard of flying fish, and flying squirrels but thought flying boats were those odd shaped airplanes that land on the water. We were also acquainted with water wings, however, being practical people we never added the wings to the boats until this past summer. Now we have a new boat design in mind just for the trailer sailor who has trouble at the launch.

Rigging at our local launch one weekend, we couldn't help but observe a father/teenager team getting their boat ready to launch. Most two-person teams can rig a familiar boat and launch it within ten to fifteen minutes. This, however, was no normal boat rigging team. The father's voice was raised often, though not in a lusty, joyful chanter sung while performing duties prior to making sail. This sound resonated with a sound of toes stubbed on deck cleats, heads bumped by booms, or fingers pinched in rigging.

At last the team prepared for the final steps toward the launch of their boat when we heard the father yell, "Are you crazy? No, you can't back the boat down the launch ramp." However, the scene which followed may have resulted in a new point of view for their next launching. After their no less than six aborted attempts at guiding the boat down the forty foot wide ramp, we looked at each other and thought that the probability of the son doing any worse was close to nil.

By the time we arrived at the ramp to offer assistance, the father had managed to get the trailer wheels into the water, but wasn't allowing the van's wheels to get wet. "You need to get the trailer deeper," we suggested as he grunted and groaned while putting his shoulder to the stem of the boat. "Can't get the bearings wet, it'll ruin 'em," was his reply.

We then tried explaining a technique we had used on shallow ramps with our twenty foot Nimble. Pulling ahead so we can get a little momentum into the backing up of the boat, while one of us holds the painter the driver backs briskly down the ramp until the wheels of the tow vehicle hit the water and he hits the brakes hard enough for the momentum to carry the boat off the trailer and into the water, thus saving us the back-breaking work of pushing it off the trailer.

The events which followed happened so quickly that it was hard for the human mind to follow. Looking up the ramp we wondered why he had bothered to pull so far up. We were completely unprepared for the gravel spewing, engine roaring descent he plunged into. Not having a red cape to wave, we began to run for our lives. In less time than it takes to tell, he had gone from 30 feet above his son's position on the ramp, to 30 feet below him. We watched in amazement until one of us tried to catch hold of the son as he was launched into the air by the painter as the now airborne vessel catapulted into the water.

After this show of technique, we approached father and son and wished them a safe and happy first sail in their new boat. "Oh, no, said the boy, "we come here all the time."

In many cases of Launch Anxiety and Frustration Syndrome (LAFS) the victim was simply unaware that events and equipment were unfolding as they had been designed to and the situation was completely under control, albeit not his or hers. Under the stress of the launching it is often a surprise to have someone point out that the LAFS are on you. Your best defense, short of wearing a sidearm, is to familiarize yourself with the equipment and procedures used in the launching operation before you venture down to the sea again.

## Why I Canoe

By Mississippi Bob Brown

I love to canoe, but then I also love most types of boating. I have worked in the boating industry since the late fifties and yet somehow the canoe seems to occupy a very large part of my time.

For years I worked as a lock and dam operator on the Mississippi River and I got to know a good number of the power boaters from our area. I would tell them almost apologetically that my boat was a canoe. Somehow I felt that my game must be something less than real boating. This feeling was based strictly on the size of our craft.

Over the years I came to realize that I was doing more boating. I was getting around more, and my boating season was longer than most of these power boaters. When I was working at my retirement job at one of our local yacht clubs I began to fully realize that I need not apologize to anyone about my choice of boats.

Okay, so why a canoe? Why not a sailboat or a rowboat? I have a small fleet and a barn to store it in. I own a sailboat, a rowboat, an outboard motor and several canoes. I love to sail. When I built my sailboat I used it a lot (I mean a LOT!). For several years sailing was my passion and I spent several days a week boating in its purist form.

A few years ago a friend gave me a rowboat. This boat sat on a rack next to my barn, unusable for lack of seats and rowlocks. This spring I finally got this boat useable and discovered that I love rowing. This came as a real surprise to me. Having started rowing opened my eyes as to what I found so enjoyable about the canoe. About the time that I was really getting into rowing I began noticing an old problem popping up.

With my row boat (half dory and half guideboat) I needed a trailer. It was just a bit too large to cartop. Suddenly the places where I could launch were reduced. I pass many nice canoeing lakes on my way to a launch ramp. I also learned over again that it's no fun waiting in line to back your trailer to the water.

I have for years operated on the KISS principal. For the few who haven't heard of the KISS principal it is, "Keep It Simple Stupid". I have been trying to live my life by this rule.

I know boaters both power and sail who are always looking for that new gadget that will enhance the enjoyment of their sport. I know canoeists who spend months preparing for a canoe trip that may cost them upwards of three or four thousand dollars.

Canoeing to me is a drive to some nearby lake (we have ten thousand here in Minnesota). I put on my PFD, untie the boat, grab a paddle and water jug in one hand and slide the solo canoe off onto my shoulder and carry it to the water. KISS, folks. that's what it's all about.

I would like to someday own a nice pocket cruiser. I am looking for that perfect boat that I can sail to windward, row in the calms, sleep aboard with a friend and easily load it on on top of my truck so that I can travel about the country. When someone can show me a boat that will do all that I just might put my canoes on the block.

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## Flight of the "Damn Foole" - 8

By Tom

### Arriving at Last!

Wednesday, December 8th. Anchored in Sawpit Creek. This morning the motor wouldn't start. "Start you son of a bitch," I screamed at it.

"I'm dying," the motor said pathetically.

"We're all dying, dammit! Do what you're supposed to do until you're dead," I said unsympathetically.

The motor started with great effort, making me feel miserable.

"Where do motors go when they die?" the motor asked.

"How the hell do I know. I don't know where I go myself," I answered and stayed miserable all day. Flocks of pelicans flew low over the water. I wondered why. Probably to get a better look at the miserable animal in the boat.

it unhealthy, boaters make it dangerous," a dolphin said.

"How about the confinement and the silly games you're made to play?" I asked.

"Sometimes it's hard to take but hopefully in time we'll be given a bigger environment and treated decently and not looked upon as toys," a seal replied.

I asked a flamingo where he originally came from. "The Bahamas, man," he replied.

"Then why don't you fly back?" I asked.

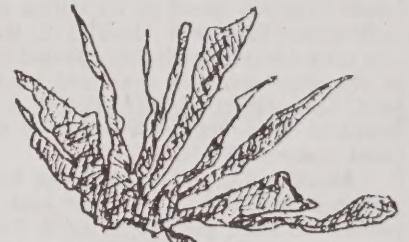
"Don't dare, man, get shot and eaten."

"That was in the early settlement days," I explained.

It's not safe out there yet," said the flamingo. "You see all those pink birds stuck in peoples' lawns. Not safe, man."



POSING



POSING



Thursday, December 9th. This morning was cool with light fog with no wind or current. We motorsailed out onto the Indian River passing an abandoned French fort where the early Spanish slaughtered 300 Huegenots for religious reasons. Later in the day we took a slip at Marineland Marina.



FRENCH FORT



FLAMINGO

I returned to the boat at noon. Tried the motor. It wouldn't start. So I biked to a state park and walked the trails of "Washing Oaks" It was a garden of Eden. I took out a sketch pad and pen. A bird alighted and posed, insisting on having his picture drawn. Finished with him, a century plant wanted to be drawn. Then a tree demanded to be drawn, a bush, a flower, a rock. I drew them all until I realized how vain Nature was, and turned my back on it, returning to the boat. Tried the motor. It wouldn't start. I slept on the problem.

Friday, December 10th. Overcast, rain. We stayed to see Marineland. I asked the dolphins and seals how they got there.

"We came in voluntarily. Can't make a living in the wild anymore. Commercial fishing took all our food. Pollution makes

Saturday, December 11th. "Are you going to start?" I asked the motor.

"No," it replied.

"You'd be of some use if you were part of the food chain," I said.

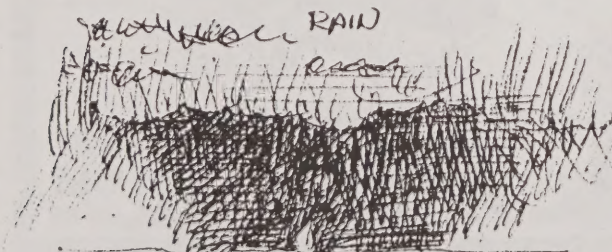
"Why should I be of any use in the food chain when you're not?" the motor asked.

Can't win an argument with a dead motor. I found a mechanic. He took the motor to his shop, said he'd be back by noon. Came back at 4:30pm. Told me it works fine now, never told me what went wrong with it. Charged \$80. "It's worth it if it works," I consoled myself.

Sunday, December 12th. A cold morning, 40 degrees with a wind chill that brought it down to 15. The motor miraculously started. We left at 7:30am with the usual small craft warnings with a chop predicted on the inland waterway. Four bridges delayed opening. We docked at Halifax Marina in Daytona at 2pm. A houseboat that was following us hit something underwater and damaged his prop. He was towed in to have it repaired.

Monday & Tuesday, December 13th & 14th. Motorsailed on the Indian River. Reached Titusville tired and irritable. Came in to the dock too fast, hit hard. Tidied up from the night. Partiers on the dock. Slept through the yelling and laughing.

Wednesday, Thursday & Friday, December 15th, 16th & 17th. Still irritable, boat morose, motor cranky. I saw a white pelican today and thought it was unique until I rounded a bend in the river and saw a whole island filled with white pelicans. Docked at Vero Beach Marina. Feeling better. Motor sounds better. Boat behaved better.



NATURE TRAIL





FISHING  
LICENCE

Saturday, December 18th. The bridge ahead opened only on the hour. We missed the early morning opening because the motor was reluctant to start. Made the second opening. I kept forgetting which side the green and red markers should be passed on. I put a red coffee cup on starboard and green on port to remind me. We took a slip at a marina. Was told the night watchman collected the money. He never showed up.

Sunday, December 19th. Off the Indian River and on the St. Lucie by 9am. We went through the first lock into fresh water. Motored on until it got dark. I didn't know what was ahead so we pulled in to Indiantown. Tied to a dock. \$22. Biked into town looking for Indians. Found them in the bars drinking beer and playing pool. Still celebrating their victory in the Seminole Wars and preservation of their tribal customs.

Monday, December 20th. The motor started on the second pull. The boat, the motor, and I felt good to be alone on the river this morning. The bridges opened responsively like the maws of friendly dragons. We passed quickly through the second lock out onto Lake Okeechobee. The water was flat calm under a hot sunny sky. The wind was gentle from the southwest.



- DRAGON -

I had thought of taking the rim route along the shore. But conditions called for a crossing. So we started at noon toward the unbroken horizon steering 210 degrees. Clouds rimmed the lake as well as smoke plumes from fires in the Glades. The lake was very shallow. When we did see markers that led us off the lake we were way off course and had to make for an abandoned tank to stay in deep water.



- ABANDONED TANK

Reaching the buoy system through the long narrow channel, at the end we missed the sharp right turn and came to a dead end. Returning, we started on the 50 miles to the next lock with nothing along the way, so when night came we tied to a piling on the river bank.



TO A POLE

Tuesday, December 21st. Awoke to fog and airboats roaring close by. Soon we were in the lock at Moorehaven dropping us 3 feet into the Appalachee River where we met an alligator. I asked him what was the real difference between an alligator and a crocodile.

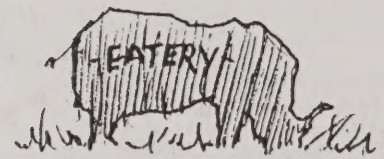
He replied, "No real difference, just a matter of personal persuasion. If your mother was a croc then you're a croc. If she was an alligator then you're an alligator."



CROC.

We docked at the Moorehaven public pier. There was a library, post office, diner and gas station close by. I bought post cards, gas and breakfast. The library was closed.

The fog burned off by 9:30am and the sun came out so we were on our way again. Cows stood in the water on both shores staring at us balefully. At Ortonia a lock dropped us another 8 feet. More cows came to the river to drink. The bridge at LaBelle opened without being signalled, welcoming us to a space at its public dock just big enough for us.

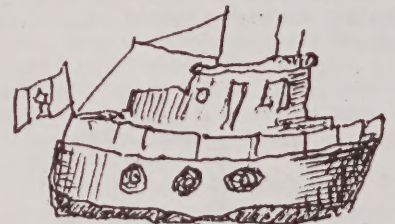


We tied up behind a Canadian tugboat and forward of a Thames River barge with a family of Hollanders aboard. They sang songs at night accompanied by musical instruments, and invited all to drink their wine and sample their pastries. They were a happy group. The tugboat was named "M.V. Bear", crewed by a Canadian couple filled with the curiosity of cruising south for the first time.



THAMES BARGE -

Wednesday, December 22nd. Thunder-showers were predicted. Regardless at 6:30 we pushed off the dock and paddled through the morning mist into the middle of the river where we started the motor far enough away so as to not awaken the other boaters. It was a clear warm day with a light westerly wind. The final lock dropped us 3 more feet. A final bridge opened without us having to change speed or direction, letting us arrive at Fort Myers at 2pm with no rain. We docked at the marina, to be joined later by "M.V. Bear". We had arrived on the west coast of Florida.



"M.V. BEAR"

Thursday, December 23rd. Overcast. Stayed because of rain. Bought charts of the west coast. Visited the Edison and Ford winter homes, Seminole Museum, given complimentary pass to Sheraton Hotel pool and hot tub. Visited the bar at happy hour, rewarding myself on having made the trip.



GLADES - LAND OF CONTINUAL FIRES -



Friday, December 24th. We left after breakfast with the "M.V. Bear" and sailed 25 miles to Cabbage Key. Docked at 4:30pm. The dining room of the marina had dollar bills with the names of boats printed on them taped on all the walls and ceilings. It was a local tradition. I walked their nature trail and found abundant flora but no fauna. Was told that this was the home of "Gasparelle", the local pirate, with legends of buried treasure.



Saturday, December 25th. Left with the "Bear" in the early morning. The wind and seas lightened as the day developed. The sails hardly filled so we motored through the warm pleasant day. We rounded the headland of Punta Gorda and docked at Fisherman's Village. Time stopped.

It was the place where Ponce De Leon landed on April 2, 1513, after exploring the coast for three weeks. Here he met the Caloosa Indians in their pleasant secure village, surrounded by gardens and ponds and canals, with a 3,000 year old culture.

Ponce De Leon gratefully prayed, "Thanks be to the Lord who hath permitted me to see this wonderful island." He thought Florida was an island much like

Columbus thought Cuba was the mainland. Then De Leon magnanimously declared that the land belonged to Spain and all its inhabitants were slaves. Fighting soon erupted when it was found that the ungrateful inhabitants wouldn't submit to abuse. Several Indians and one white man were killed. To this day we lament the death of that first white man slain in America. De Leon was driven away, leaving what he called "The Bay of the Holy Spirit". The land, of course, remained discovered and the property of Spain, which became the basis for all future property rights.

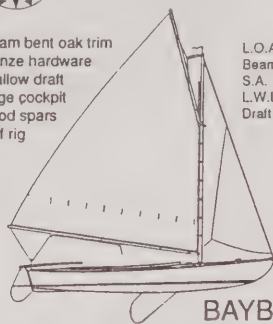
In days ahead I sailed to Sarasota, Boca Grande, Captiva, and the Everglades, finding nothing to complain about, encountering no difficulties. Thus ends this distressing tale of voyaging south late in the year in a small inadequate boat.



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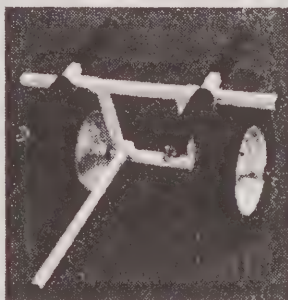
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## Latest Project...and No End in Sight!



By Ken Wallo

Herewith is a photo of my latest project, a strip built Adirondack guideboat. It is a Parson's Raider, built from the plans available from the Adirondack Museum in Blue Mountain Lake, New York. I picked up the plans from the Museum gift shop during the 1993 No Octane Regatta at Blue Mountain Lake, and launched the craft on Friday, June 24th at Blue Mountain Lake for the 1994 No Octane Regatta. Actual construction took place between January and June of '94. I had a whole week left over before the Regatta.

The hull is constructed of 1/4" western red cedar using the bead and cove technique, 4 ounce cloth and West System epoxy (105 resin, 207 hardener). The gunwales are ash and the seats are curly maple. Total weight of the boat (without oars) is 56 pounds. The oars and fittings were purchased from Indian Point Guideboat in Midland PA.

This was not my first strip built boat, having built two Wee Lassies from the

Mac McCarthy patterns and a Sunnyside Cruiser from the plans in CanoeCraft by Ted Moores. This was, however, the most difficult project that I have attempted, and the one that I am most pleased with. I am sure that I will use the other boats again, but since the guideboat has been in the water the others have not come out of the garage.

Now that summer is here, I turn my attention to getting on the water as many weekends as possible. As soon as the weather starts to turn cold however, I will start doing some serious thinking to determine exactly what small boat I absolutely, positively can not get along without in 1995, and the cycle will start over. The house needs staining, my wife complains about the sawdust, and the garage is almost full; but we both agree that building boats is cheaper than visiting a psychiatrist. Building and messing about in boats seems to have taken over our lives in the last five years and I see no end in sight.

## Building a Canvas Covered Kayak

By Richard Carsen

It is a canvas covered, kayak type craft. At the time I had not been near such a craft for probably 30 years, but the pointy shape seemed reminiscent of the Greenland kayak. My son, then 13, asked me to build it; of course, I should have built it to his measurements, and not mine! But he grew fast, and is now taller, and somewhat more heavily built than I am.

From looking at photos of Inuits doing the famous roll, I had gained the impression that the bottoms of their craft had a diamond shape near the center of their kayaks. This gave me the idea of making the inside floor diamond shaped, using a piece of 1/4" ply that I had lying around somewhere. The entire frame was built with this diamond as base, the short axis a little over the width of my hips (not his!), while the long axis is about 2-1/2 to 3 times that measurement.

We went to the store and bought enough 3/4" square moldings to cover all longitudinals, a stem-keel-stern piece, two gunwales, two chines, and some extra material to make longitudinal supports for the decks. We had three full-length 18' battens, and lashed up the rest as required.

In my youth I had a kayak which I thought to be about 17'; as the pieces had to be bent, I figured that they had to be somewhat longer than the presumed length of the craft; hence 18'. We purchased enough to make up 7 or 8x the desired 18'. At the local river we cut willow wands for frames; short frame pieces were supplied by a dogwood in the garden.

I was about to buy twine for lashings, when my son said, "Daddy, why not use tape?" My first reaction was that it wouldn't work. But before I could voice that opinion, I thought, "Why not?" So tape it was; packing tape that has the fiber in it. It does not have to be wide, but it must be strong.

Drilling a hole in each corner of the diamond, we wired the stem-keel-stern piece to the diamond with electric wire (so it wouldn't rust). We fastened it so that the middle of the diamond was slightly behind the middle of the stem-keel-stern piece. From a willow wand we shaped a hoop. It is the main frame and supports the forward edge of the cockpit coaming. This hoop was held upright so the one piece gunwales could be fastened to it, somewhat lower than half the height of the hoop.

The measurement from gunwale to gunwale must be under a yard, the width of a standard roll of commercial canvas, measured going underneath the keel and allowing for it being wrapped at least partway around the gunwale from inside out at the kayak's widest point. These gunwales were temporarily fixed in place until we were satisfied with the overall situation.

Now we gathered first the stem ends, and then the stern ends and started molding our craft: The stem must have a good curve to it and the gunwales must both express the sweep of the sheer and the necessary curve at the deckline in the bow quarters. We used spalls as temporary supports and deckbeams and temporarily fastened them in place.

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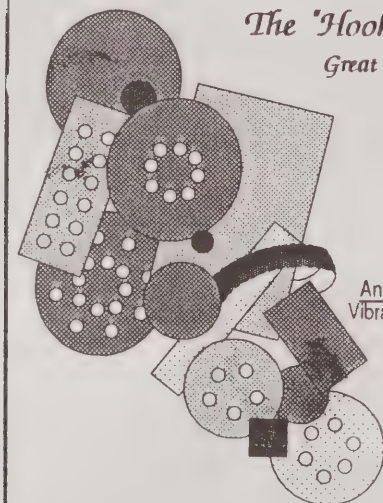
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I wanted the craft to sit lower at the stern, so I molded the hull for less volume there. Before finishing the stern part, I inserted a second hoop, where the aft end of the cockpit was to be. To determine the cockpit's size and position, I sat on the diamond, with my rear end just behind the middle of the diamond. I took the position of the forward frame hoop to be just forward of my knees, legs stretched forward, and the aft frame hoop just behind my back. The sides of the coaming are supported by bent longitudinals which run from the fore end to the aft end of the black tape at the sheer.

The depth at that point, the longitudinal side supports, I took to be just above my waist when sitting bolt upright. The forward frame hoop is somewhat higher, the aft one somewhat lower than that measurement, so that the coaming gets a nice slope. The longitudinal side frames get fastened to the hoops with tape.

We now fastened the chines. We lashed together pieces of the same length as the gunwales and attached them to the diamond with electric wire. We next shaped and attached them to the stem and stern, using frame pieces to fix the distance between chines and gunwales and chines and stem-keel-stern piece; then we fitted a deckbeam forward and two aft.

You may want to sit on the aft deck when sliding in or out. I weighed about 145 lbs then, but if you are around 200 or more, you better start thinking about beefing that aft part up. Install extra frames, and make sure the deckbeams cannot slip. Tape in vertical supports in the aft hoop and tape in two cross-spalls to help the hoop keep its shape. The painted canvas will hold everything together, but you don't want the canvas to split. If you are more towards 300 lbs, use bigger scantlings for everything. You will still be able to lift and carry the finished product with one hand.

The last thing to do was to fit two longitudinals to support the foredeck canvas and four to support the back deck. We may want to carry some gear there (or maybe a seal we caught?).

We were now ready for the canvas. I bought 39' of canvas in a store that sold ticking and other home sewing materials. As already mentioned, the canvas was a yard wide. We set the frame on the canvas and cut, leaving some extra length to make up for the curvature. I started in the middle, working towards the ends, taking the canvas around the gunwale from inside out. In this manner I could also wrap the deck to go underneath the gunwale. We gored the canvas in the way of deckbeams and frames.

We used a long, easy, wraparound stitch; we used twine to sew and the kind of needle farmers use for sacking. The canvas itself should be neither too heavy nor too light. Look at it; imagine it on your boat; it'll tell you what is right.

We had scissors ready to cut off excess as we go; keeping it clean. We lashed the ends with a light rope at stem and stern, using the kind of lashing where you lay a loop first, then wrap the long end of the rope around the loop and material, tucking the end thru the loop, then pulling the short end which should still be sticking out to fix the other end.



This operation took about half an hour. Then we sewed on the deck, cutting excess and wrapping it around (halfway!) the gunwales as we went. We never minded the cockpit, ignored it.

This finished, we took a nice long, slender and straight willow wand and formed an oval, wrapping it round itself. Looks a little rough? Not once we've finished it. We put it on the canvas on the 4 supports, and start goring the canvas from the center towards the rim; folding over the rim, cutting off excess and sewing with a long stitch. To finish off, we worked a rope loop under the rim.....and hey! We're finished!!

I used a filler before painting, the kind of stuff used to prepare canvas for oil paintings. The paint is oil based house paint. This was in 1968. It never leaked, but it kind of sweated on the inside. I mixed my own, but probably commercial stuff is available now, was probably then. Or use airplane dope, or ask some canoe builder what he uses.

The total cost in '68 was \$45, the largest single item, tape. Total hours were less than 8. First afternoon, including shopping and gathering, and 1-1/2 hr frame fabrication: 4-1/2 hours. The rest in a half hour here or there; drying time be-

tween coats is not included in the "less than 8 hrs".

Taping: Tape will only hold permanently onto itself. F.I. to tape a T (F.I. a frame against a chine), take your tape up the stem one side, and cross the beam and go down the other side - just maybe two inches. Now start winding tape around the stem. when you get to the bottom, cut a notch and wind the tape thru the notch, but attach the end to the tape, never the wood. Always use notches to prevent sliding.

Today you could use PVC pipe, of small diameter and very flexible, instead of molding and willow wand. The frames could be doubled, tripled even, and taped together, or of pipe of a larger diameter could be used, as long as it can be bent round. But the speed in producing the frame was certainly due to the taping.

The kayak lasted several years, but was taken elsewhere and years later I heard that there it met with an accident: "A car backed over it". I guess it was beyond repair.

If you have questions and want to contact me, here is my address and phone:

Richard Carsen, 2301 - 16th S.  
Newport Beach, CA 92663, (714) 646-7995





We recently completed our Caledonia Yawl, built from plans ordered from "WoodenBoat" after I saw the article on that boat in Issue #101. We named our boat "Drage" (Norwegian for dragon).

My wife and I started construction in November, 1991 and had to steal time as we could find it until we completed the boat in May, 1994. During this two and one-half years, I had to take time off due to three heart attacks, but we persevered.

The boat is constructed of fiberglass sheathed marine-grade fir plywood. The trim; i.e., gunwales, floors, hatch covers, etc., is mahogany and the spars are spruce. Stems, skeg and keel are laminated white oak. Fastenings are all silicon bronze. System-3 epoxy was used primarily with a little WEST and T88. We made all of our own wooden blocks, chocks, cleats and fairleads from mahogany, brass and bronze. We used System-3's epoxy paint for the hull and Seaman's Choice for most of the mahogany excepting the rudder and tiller which were varnished. All areas of abrasion on the spars were leathered.

## Building the Caledonia Yawl

By Robert Cox

The sails were ordered from Sailrite and constructed by my wife. We enlarged a stained glass pattern of a dragon to 3' x 4' and fabricated an overlay for our sail. We chose the unstayed balanced lug version for its looks and because we wanted to be able to get going as fast as possible.

The boat was fabricated in our garage with 1-1/2' of clearance all around. We had to rely on measurements and our Smart Level a lot because of our cramped quarters. Determining if something was eye sweet was almost impossible on the port (inner) side. After the hull was planked, we flipped the boat and removed the stations and put the hull right-side-up on the building platform. We then put 500lb capacity wheels on the platform so that we could wheel the boat out onto the driveway to finish constructing the interior. This really made things easier! We live in a master-planned community that restricts what you can do

with your property, so everything had to be back in the garage at the end of the day. With the boat, Shopsmith and workbench all on wheels this wasn't a problem.

Because we wanted to be able to sail San Francisco Bay, we constructed the decked version of the boat. The forward and aft compartments are usable for storage while the side compartments are filled with foam flotation; poured in place and then covered.

We purchased an old 3hp Seagull but after some discussion decided that we would be better served by a 5hp Nissan with F-N-R (after we read a review of this motor in "Practical Sailor"). This has proven to be a very wise choice considering the currents in the Bay. Since the motor detracted from the traditional look of the boat in my view, I asked my wife to fabricate a permanent cover for the motor out of some scrap tanbark left over from the mainsail and mizzen. With this in place, the boat has the proper "look". We enclosed the motor well with a drawstring skirt at the top rather than with a folding door at the bottom.

We've had the boat out in four foot waves and 25 knot winds and it handles better than we ever expected. It accelerates like a catamaran and feels very secure on its gunwales. Initially, we had some difficulty when tacking, but after figuring out the dynamics of the mizzen, this has been resolved. We really like the yawl configuration!

We have a lot of fun explaining the boat to others. Whether on land or sea, it always draws a crowd. It's also been fun over the past months talking with our neighbors and their children. Many just drove by in the beginning and now they stop and express a sense of participation having seen it through all of its different stages.

While we would kill for a three car garage or separate work shop, it is possible to build a boat of this size in cramped quarters and still have a lot of fun and do a good job.

We'll keep the boat in our garage on a Calkin's trailer until a space opens up in our community boat lot.

Robert Cox, 1206 Concannon Blvd., Livermore, CA 94550.

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# Twelfth Annual Boston Antique & Classic Boat Festival

Marina Bay, Quincy, MA

July 16 and 17, 1994

By Hugh Ware

Photos by Carol Ware and Hugh Ware

Boat attendance was slightly down at the Twelfth Annual Boston Antique and Classic Boat Festival but there were more spectators, and they saw some fine boats and great shore exhibits. Craft included a lightship (the sponsor's "Nantucket I") and a shark-mouthed LARC (lighter, amphibious, resupply, cargo, a giant amphibious truck now owned by the co-sponsor, the Metropolitan District Commission.) There were, among the rest, a gold-plate racing yacht from the '60s, a glorious Lawley canoe-sterned cruiser, and a 10' Chaisson tender still under construction.

The Boston Festival is not a concours d'elegance, but rather a simple, no-pressure meeting of older boats and reproductions. Some were in unbelievably superb condition, better than new, while others merited considerable work. All were welcome.

Live exhibits on the marina's veranda included several realistic Pirates of the Blue Rag re-enactment group (they mysteriously disappeared and can receive their award as Most Appropriately Dressed Crew if they will contact the sponsors) and the Kearsage Afterguard (hot in their Civil War uniforms, a time when apparently only wool was worn). There was a sketch artist, and booksellers, vintage dancers, bagpipers, model-makers, and a talk on Herreshoff designs by a true expert, Halsey Herreshoff himself. The raffle prizes ranged from several cords of maple firewood to a weekend in Scotland. Not far away was a separate exhibit by folk interested in lighthouse preservation. There was plenty to see and eat.

But the boats were the big draw. The award for Best Sailboat went to Doug Kent's "Firebrand", the Olin Stephens-designed goldplate ocean racing machine that won 20 of 23 races in 1965 and helped win England the Admiral's Cup and the Onion Patch. Best Powerboat was given to "Decision", Eugene Miller's 1962 Egg Harbor Bridge Sedan Cruiser, while Best Hand-Powered Boat was Charles Smith's 1940s Rangeley rowboat with outboard, a boat I am sorry that I missed.

The judges should have awarded a Boldest Sheer award to George Dow's 25' gaff cutter "Pamela McColl", built by Elvin Dickenson of Freeport, ME. He is reported as a man who likes to build boats but doesn't care much about using them thereafter. Dow's boat did get the Best Reproduction award. Dow made the Festival's poster, featuring a sepia print of a fishing schooner's awash decks. It will be a collector's item.

This year, the boat I'd like to own won a prize as Best Workboat. Wendy and Jerry Connors have steadily improved their pert 18' launch "Connie Pat". This winter's big project was a new transom, to replace the dry rot they mentioned last year. They finished it and put the boat safely in their yard for the rest of the winter. But a drunk driver found it and the crash awoke them in the middle of the night. At the Festival, a photo album entitled "The Story of Three Transoms" showed the before-and-after details. Wendy would gladly start up the Atomic Four so we could appreciate its purr. Maybe not the world's greatest engine but it sure runs nice!

Best Restoration was won by Joe Kaknes' "Speedwell", a 1921 Elco Cruisette. He relaid the deck canvas last winter, a job he claimed would have cost "\$10,000 if done professionally." One might argue with his estimate but not his emotion. Best in Original Condition was another Elco, the 1946 Sedan Cruiser "Corsair" owned by Ken Weiss—my notes on her include a simple "Gorgeous!"

Edgar and Beryl Caffrey's impressive 58' canoe-sterned "Old Glory" from New York won two awards: Best Interior and Spectators' Choice. Built by Lawley a mile or two away in 1918, the old cruiser's modern conveniences like VHF have been discreetly placed to be almost unnoticeable. A respectful tour of her persuades one that it WAS a quieter, more placid life in those days!

Finally, the Most Worthy of Restoration award went to Joshua and Elizabeth Bevins' "Fanqui", a double-47 (1947 and 47') Elco Deluxe Sedan Cruiser. They live aboard her year-round with daughter Serena and parrots Pete and Boomer and everyone seemed to enjoy the life.

Right from the top: The Metropolitan District Commission's "LARC", Lighter, Amphibious, Resupply, Cargo going truck. The Pirates of the Blue re-enactment group's "ship". Edgar and Beryl Caffrey's 58' "Old Glory" is a 1918 Lawley canoe stern cruiser. She won Spectators' Choice and Finest Interior Awards.

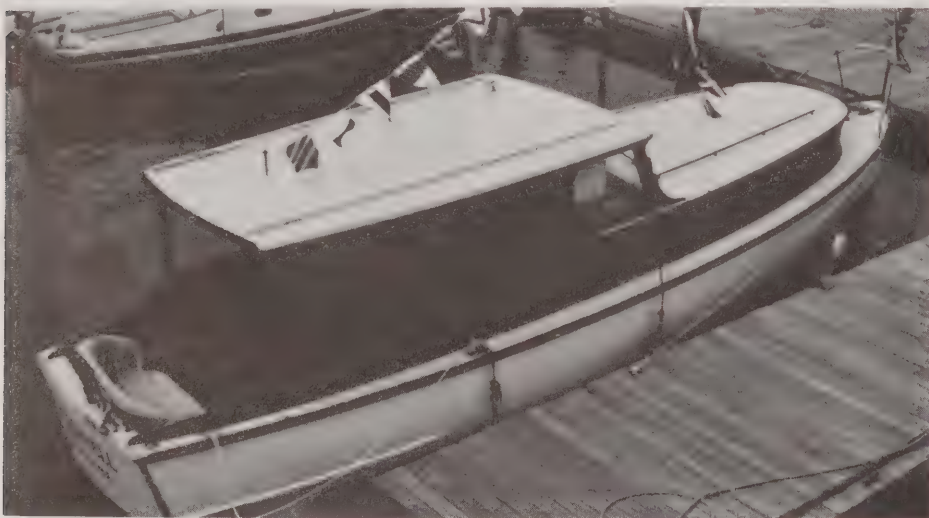






Robert Sonn's 24' "Sacajewa" is a gaff cutter version of a 23' Brewer catboat designed by Charles Power and built in 1982.

Joe Yaknes' 21' "Speedwell", a 1921 Elco Cruisette, won award for Best Owner Restoration.



George Dow's 25' "Pamela McCool" is a gaff cutter built in 1970 by Elvin Dickenson of Freeport, Maine. She won the award for "Best Reproduction".



Jack McCarthy's 28' "Gem" is a Roxzinante.



Jerry and Wendy Connors' 18' "Connie Pat" launched 1951, won the award for "Best Workboat".

Eric Sealine's "Grey Eyes" is a custom sharpie he built in 1987







Work goes on, even at the show. Art Milmore's 30' Chris Craft Sea Skiff "Jay Kay" was built in 1960.



t by Cape Cod Boatworks in



Dr. Kemn Weiss' 46' Elco Sedan Cruiser "Corsair", built in 1940, won the award for "Best Original Condition."

Joshue and Elizabett Bevins live aboard their 47' Elco Deluxe Cruiser "Fanqui" with daughter Serena. She won the award for "Most Worthy of Restoration".





It is easy to understand the growing popularity of very small cruising boats. They offer uncomplicated freedom to escape from deeply trodden paths. This is the essence of cruising. From the Humber canoe yawls of a century ago to the current growth in sea kayaking and wilderness canoeing, we can recognize the essential characteristics of good small cruisers; portability, adaptability and affordability.

It has taken several decades, however, to realize that a catamarans can make superior small cruising sailboats. They offer more deck and cockpit area, more speed, and less weight for more portability and beachability. Most small catamarans are daysailers not designed for cruising, although some hardy souls have made extensive cruises in Hobie Cats and other similar boats (even through the Northwest Passage). But these daysailers have significant drawbacks as cruisers. They are overcanvassed, wet under sail, have limited storage capacity or payload, and can be difficult to get upright in case of capsize, particularly if they are single handed.

The TC 21 is specifically designed for cruising.

Most small catamarans are limited to about 8' beam because they need to be trailered without a special permit. This arbitrary beam restriction makes them less stable than they ought to be for their length. The TC 21 avoids this (not to mention the expense of a trailer) by being easily disassembled for transportation on car roof racks. The heaviest of the components of the boat weighs about 80 pounds, so they can all be loaded or unloaded by a single person. The 21' length makes it easy to load onto roof racks, you can lift

# The TC 21 Cruising Catamaran

By Peter Thompson

one end at a time into place with little effort.

There are storage compartments in each hull which hold not only a couple of hundred pounds of food and water, but also a portable head and all the camping gear necessary to accommodate a couple or a small family on the aft trampoline. Many people are already familiar with the sophistication and weatherproof effectiveness of modern camping paraphernalia. Camp equipment has undergone a revolution in the past twenty years and allows you to tailor accommodations to your own needs.

The TC 21 is more seaworthy than daysailing catamarans. Reserve buoyancy in the bow overhangs combined with the full length chines makes a drier boat which is less likely to drive its bows under or pitchpole. The double ended waterline and reserve buoyancy aft make it more manageable in a following sea.

The hulls' optimum 14:1 length to beam ratio and hemi-hexagonal underwater section shape reduce wetted area for low drag. The efficient wing mast and fully battened mainsail provide lively performance that is easy to keep under control.

A centerline centerboard is unusual on

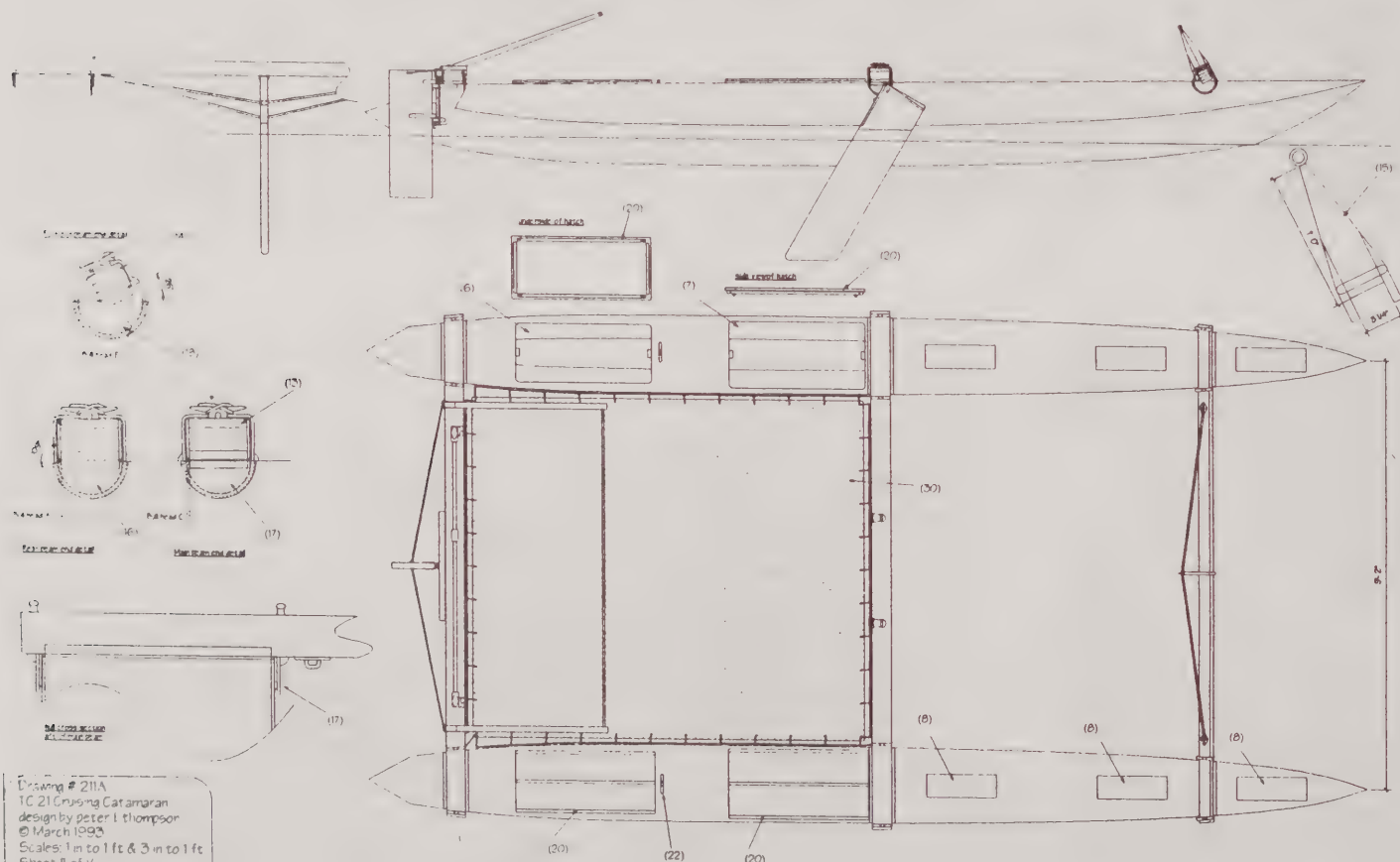
a catamaran, but it is simpler and cheaper to construct and install than daggerboards and trunks. If it hits an underwater obstruction it will swing up with no damage to board or boat. The rudder also swings up for beaching the boat.

The high volume wing mast is designed so that its flotation prevents the boat from turning turtle in the event of a capsize. In that event you can use the adjustable shrouds to tilt the mast and lever the cat onto its feet again.

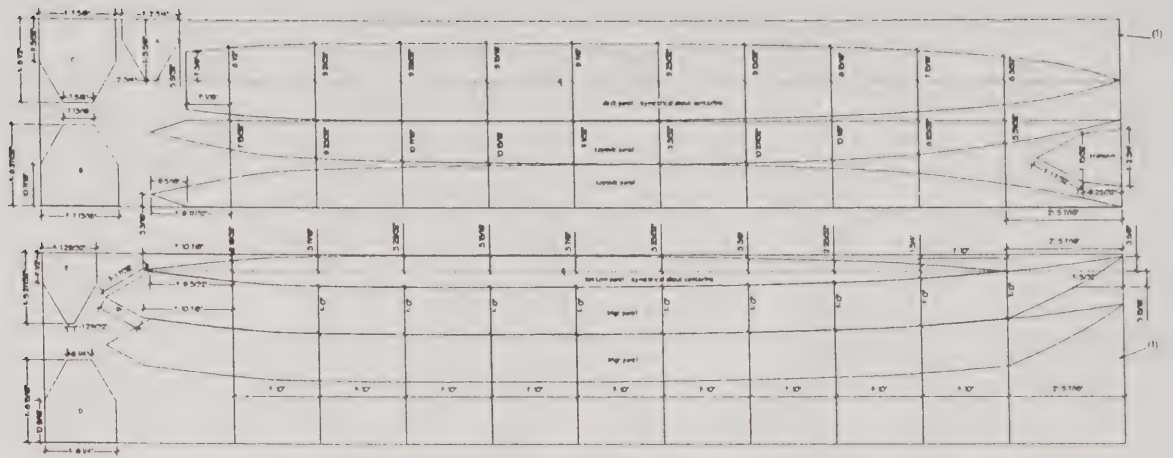
The TC 21 is easy and economical to build using commonly available sizes of plywood and lumber. No lofting is necessary for the stitch and tape "instant boat" construction.

This is a sailboat for those who would tread lightly on the earth, a sailboat that can do more with less. It is designed to fit a contemporary approach to the wilderness that leaves it undisturbed. Nothing is taken and nothing is left behind, neither beer cans nor candy wrappers, neither human waste nor trampled campsites, neither copper residue from bottom paints nor anchor gouges on coral reefs. You can leave a clean wake.

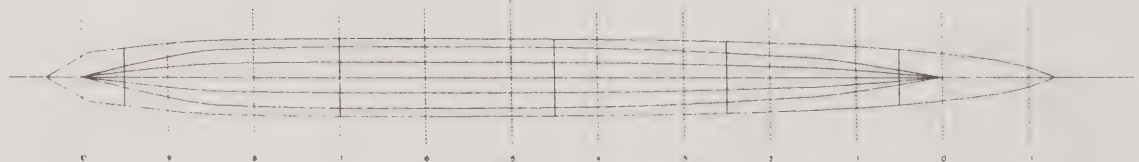
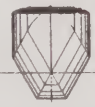
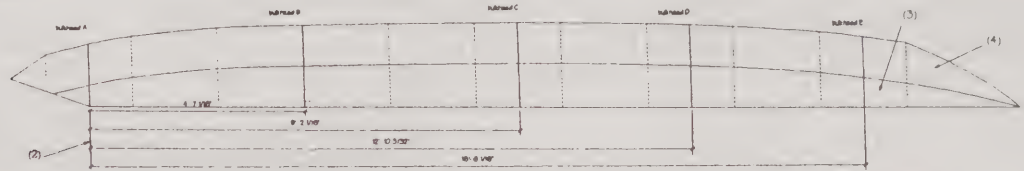
Length, overall	21' 6"
Length, waterline	18' 4"
Beam	10"
Draft, board down	3'
Draft, board up	7"
Sail area	177 sq ft
Bare boat weight	350 lbs
Displacement, design waterline	870 lbs
Displacement, maximum	1070 lbs





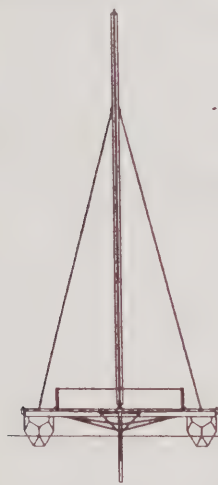


Section A-A looking forward  
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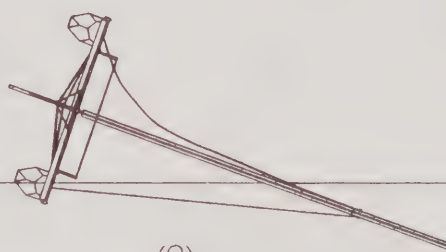


Drawing # 211A  
TC 21 Cruising Catamaran  
design by peter l. thompson  
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Scale: 1/4" = 1' 0" & 3/16" = 1' 0"  
Sheet 1 of 1  
Lines & Panel Shapes

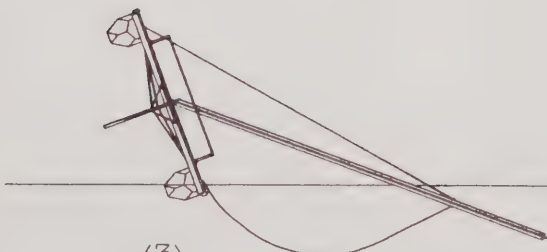
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TC 21 Cruising Catamaran  
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Capsize Recovery Illustration



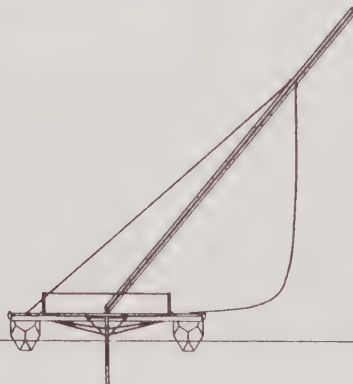
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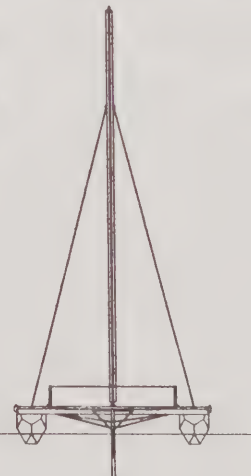
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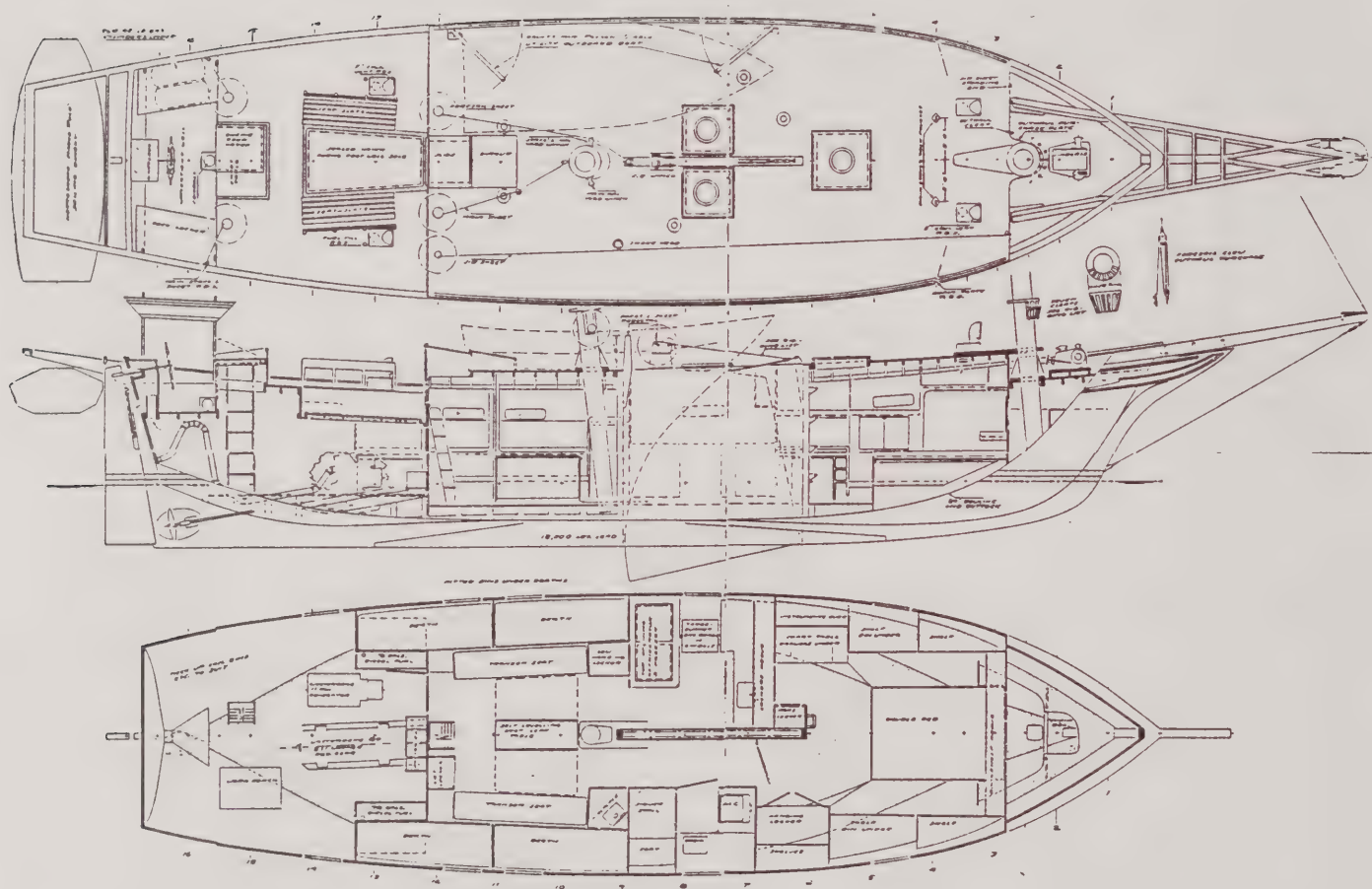
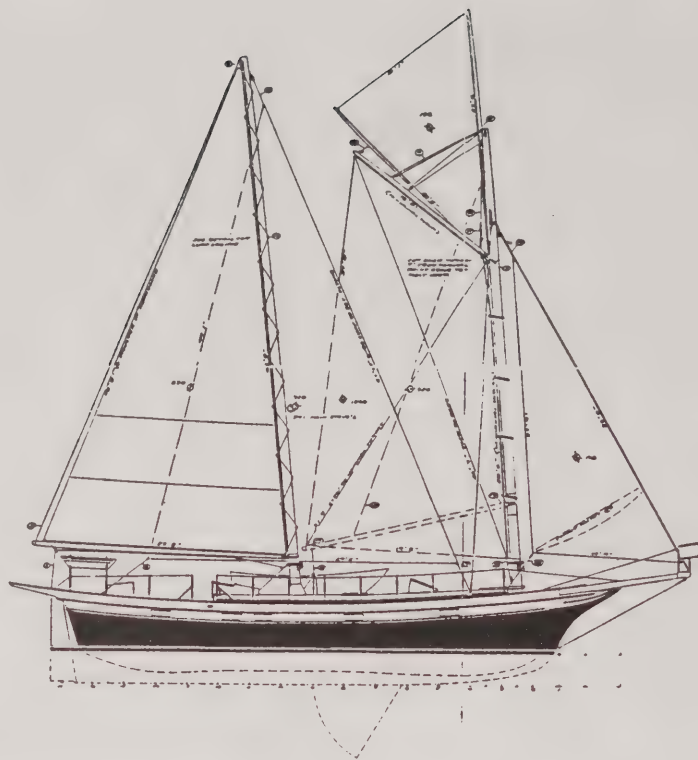


# Bolger on Design

## Fast Cruising Schooner

50'0" x 13'6" x 3'0"

Stanley Woodward had me design this boat to be cold-molded by Zimmerman Marine in Virginia. The cost estimates made even Stanley flinch; he finally cancelled her and bought an aluminum shoal draft sloop designed by Andre Mauric, in which he cruises far and wide (in the Aegean at the moment, I hear) with great satisfaction. I'm very sorry this one wasn't built, as the performance of the similar but less racy "Barn Owl" suggests that she would have been a fast good seaboat. I like her layout very much, both below and on deck.





# Rear-View Mirrors for Rowing

By Sam Overman

One thing that bothered me about learning to row my Alden Ocean Shell, with its drop-in Oarmaster, on a winding creek was having to turn my head often to look out for the shore, floating debris, boat docks and other boats. I had enough to do to keep the boat upright and to try to learn a decent stroke without the dizzying head-swiveling.

I soon thought of using mirrors, because I found them useful on bicycles, and I had seen mirrors listed in rowing-accessory catalogs. I experimented with a small hat-mounted mirror, similar to ones that attach to bicycle helmets, with poor results. The head moves too much during the rowing motion to provide a stable view. When I decided to order mirrors from a rowing-accessory catalog, the vendor replied that they were no longer selling them and that I should try a bicycle shop.

Bicycle-mounted mirrors are usually small and are mounted on the handlebars. The cyclist can get a good view of a large area to the rear by moving the eyes close to the small mirror. There was no obvious place on my shell to mount a small mirror that would provide a useful view.

I tried an old automobile interior rearview mirror that I taped to the bottom of one of the Oarmaster riggers. It worked so well that I bought an identical one from a junk yard for the other rigger, and I developed more suitable mounting methods.

My mirrors came from a compact car, and the glass measures about two inches high by eight inches wide. This size affords a good rear view without the mirrors being obtrusive. Larger glass areas are available on mirrors made for full-size cars. If you buy used mirrors, ensure that the mirror glass is in good condition and is firmly attached in its frame. Select mirrors that are designed to attach directly to the inside of the car's windshield glass and that have two ball swivel joints. Exercise the two swivel joints to be sure they have not rusted tight. These joints will allow you to adjust the mirrors to any desired position. Balty joints can be loosened with a little light oil. Look to see that the small metal tab that was glued to the car windshield is still attached to the mirror's mounting foot. If there, the tab will be held in the mirror's mounting foot by a small set screw. It probably will be there, because junk yards usually remove the mirrors by just snapping them off where they join the windshield, by breaking the glue bond.

I have no need to frequently remove my mirrors, so I attached them to the underside of the Oarmaster riggers using automotive hose clamps. Tightening the hose clamp tends to cause it to slip off the mounting foot. I found I could prevent this by screwing out the set screw until it protruded from the surface of the mirror mounting foot and caught one edge of hose clamp. With this attachment method I did not need the windshield mounting tab.

The mirrors can be mounted for quick attachment and removal by fastening the windshield mounting tabs to the riggers with flat-head screws. Depending upon the

design of the rigger, you may have to make a small spacer that will space the tab below the lower surface of the rigger. This will prevent the rolled edge of the rigger from interfering with the mirror foot being slid onto and off of the mounting tab. The holes through the tab should be countersunk so that the screw heads do not interfere with sliding the mirror foot on and off. You may want to add the correct size allen wrench to your rowing gear so you will have it whenever you want to install or remove the mirrors.

It is possible to become overly-fascinated by the view in the mirrors when you first begin using them. Looking into the mirrors during the rowing stroke can be disorienting and will interfere with the stroke, because you will be holding your head still when you should be moving it. I found it best to adjust the mirrors so that the desired view was visible at the end of

the stroke, when the oars just come out of the water. The head is motionless for an instant, and the gaze can be directed at one of the mirrors for that instant. The other mirror can be viewed at the end of a following stroke. If a longer gaze is desired, just stop in the rowing stroke and coast a while. If you feel the need to see the area directly behind you (hidden by the image of the boat's bow), row a gentle arc that will allow you to scan the seascape with the mirrors over a series of several strokes.

After over a year of experience with the mirrors, I can row the shell confidently. However, I still appreciate using the mirrors instead of having to constantly swivel around to navigate and watch for hazards. The mirror view is limited, though, so it is unwise to row without an occasional turn of the head to take in the big picture.

## Working Out the "Terra Rower"

By Sam Overman

I am currently working on something that may make a good build-it project for die-hard sliding-seat rowers. It would probably be easier to build than a typical boat. I have been looking for a way to practice the sliding-seat stroke when I cannot get the boat to the water, especially in the dead of winter, but I am not enthusiastic about spending boring hours on a stationery rowing machine.

My idea is to build a lightweight cart having four small bicycle wheels and a sliding seat which would be propelled backwards. Two of the cart's wheels would be driven independently by two oarhandle-like levers, and the cart would be steered by pulling unevenly on the levers, just as is done on a rowing shell. The two rear wheels would simply follow the others by castering, and brakes on them would provide emergency steering and stopping. The cart would be intended to be used on a level hard surface, such as a running track, and not on public roadways. I suspect that if more than one of these carts were to appear at the same place and time a race might break out.

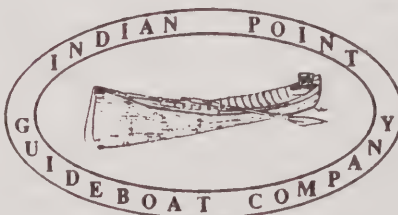
Currently I am still working out the mechanics of the "Terra Rower", and I may never actually build it. It would help me to know if anyone has heard if any such thing has ever been built and if anyone thinks something like it would be useful to competitive rowers such as those on college teams.

Sam Overman, Box 52, Dahlgren, VA 22448.



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# Techniques, Tools, Materials: Your Ideas & Needs

## An Ultimate "Storm" Boat

I would like to suggest a series of "reader participation" articles to help me select an ultimate storm boat.

I live in the Alaskan wilderness on Tenakee Inlet, Chicagof Island, about four miles east of the village of Tenakee Springs. We have an aluminum skiff which is fine for getting to town when the weather is good, but not so fine when the weather is bad. Worst conditions include largely predictable slowly advancing storms and gales, fast moving squalls with 30-40mph winds, not as predictable but usually seen coming and possible to outrun, and very unpredictable katabatic wind bursts to 100mph during winter. I also have to contend with some pan ice, and logs from upriver.

I would like to build a 16'-20' bullet-proof self-righting, self-rescuing (the water is cold), self-bailing stormboat with small engine (6hp +/-), oars and sails (probably a split sail plan) for flexibility in propulsion, partially decked.

I thought perhaps some readers might have experience with, or knowledge of, such a design and that soliciting such information might provide basis for a series of short articles on this subject. This approach could also serve others looking for special boat designs to suit their own peculiar circumstances.

So far two designs that have caught my eye are Bolger's Micro and Herreshoff's Carpenter. Both probably would need modification to meet my needs. The Micro would have to be heavily built to take collisions with pan ice, logs, etc. and beaching on Tenakee's very high energy rocky beaches. Herreshoff's Carpenter would require a cuddy for shelter and dry storage and personal survivability. Both would need metal on the bottom. The advantage I see for Carpenter is that it could stand on its own feet when dried out on our big tides.

I invite suggestions and discussion.

A.L. Eagle, P.O. Box 67, Tenakee Springs, AK 99841.

## Wianno Junior Info Wanted

My wife and I have recently purchased an older Wianno Junior and plan to sail her in the Connecticut River. We've done a bit of research into the boats and found that very little has ever been written about them and that lines drawings are not available. I am requesting that readers who have knowledge or photographs of this old one-design class or know of boats in any condition contact me. I will attempt to piece together a history of the class races and owners, construction details and changes over time, current status of the remaining boats and any other pertinent information. I would also like to carve a half hull and a build a plank-on-frame model. For this, I am seeking anyone who may have taken the lines off the boat or may have other pertinent info.

To date, I have learned that our boat may have been built in 1952 for Elwood Fisher. Her mainsail number is 76 and she is named "Sandpiper". This winter we plan to repair the tired wooden keel which is forward of the iron keel, recaulk and have a new mainsail cover/boom tent sewn.

Tom & Barb Klin, 111 Brook Hill Rd., Essex, CT 06426, (203) 767-8954.

## Forward Facing Sliding Seat Rowing

After sleeping on the problem Steve Dupont found with his forward facing sliding seat rowing rig (August 15th issue) I had two ideas.

The first would link up a counterbalance weight to slide opposite to the rower, like a sash counterbalance, only horizontal with room under the sliding seat for the weight to be hooked up to it with sash cord through an appropriate pulley system.

The second is to do with rowing through surf facing forward. Leaning back is desirable to avoid nosediving, and having oars trailed back with twist control would assist in steering while in that laid back position. For rowing at sea in breaking waves his patent could be a real lifesaver.

Jim Hodges, Wilmington, DE.

## Building a More Seaworthy Boat

My new family status has gotten me thinking a lot lately about building a new more seaworthy boat to replace my Chesapeake crab skiff. The two designs that have caught my eye are Iain Oughtread's 19'6" Caldonia Yawl and Nelson Zimmer's 18'8" Mackinaw Boat.

I would like to hear from anyone who has sailed or built either of these boats. In particular I am interested in how difficult they are to build and if they perform well under sail and how seaworthy are they. The two areas in which I sail both have a short steep chop so I need a boat that can handle that condition.

David Moreno, 11 Roxborough Ave., Philadelphia, PA 19128.

**Editor Comments:** We have already put David in touch with Robert Cox whose Caldonia Yawl is featured in this issue.

## Moving Small Boats Around

Here are some suggestions for Roy Terwilliger who asked about methods for turning over small boats in Vol. 12, No. 4.

I have had experience with two boats., a GP14 (14', 300lbs) and a Cynthia J Catboat (15', 400lbs). I don't recall having had any real trouble moving either, including getting them on and off the trailer.

Get hold of a couple of boat rollers, inflatable cylinders of about 1' diameter and 5' of length. A boat can be trailer launched or retrieved onto the cylinders as easily as into the water. If this is difficult single-handed, you should modify your trailer. Once resting on the cylinders, the boat can be moved around quite easily. With the GP14, it was not difficult to lift one side until the boat was at the balance point. The Cynthia J, on the other hand, would rest comfortably on her topsides. The rollers spread the load, so no damage was done.

Of course you need to prepare something for the boat to rest on. I used brown paper grocery bags full of newspapers. These have enough give to be kind to the boat, but you want to arrange them so that the full weight doesn't fall on coamings or other weak parts. A thick turf is fairly forgiving. If you want to work on the boat inside, I would invert it outside on the lawn, and move it back in.

Remember that small boats are not especially delicate. They should be able to stand up to having grown men jump on their decks.

Peter Vanderwaart, Stamford, CT.

## Where's Steve Redmond Gone?

I sent to Steve Redmond for his plan book. I was interested in "Bluegill", but wanted to check out other designs. My check was returned. I no longer see his advertisement in "WoodenBoat". Has he gone out of business? If so, how can I get "Bluegill" plans?

John Carroll, 2651 Pointview Dr., Allison Park PA 15101.

**Editor Comments:** According to "Uncle Pete" in the latest "WoodenBoat", the Redmond Plans Catalog can be ordered from T. Miliano, P.O. Box 35177, Sarasota, FL 34242 for \$5. No word on Steve's whereabouts however.

## Useful "Tape" Tip

I keep a roll of Scotch "Post-it" brand tape (#658) with my tools. This is a 1" wide by 700" long white removeable tape like the "yellow stickies" found everywhere. With this tape, I can mark dimensions, notes, cutting lines and drilling points, surface "bad spots", and other information exactly where I want without marking the surface. The tape stays stuck, except on dusty surfaces, yet is removeable without a trace when I'm done with it.

Dennis W. Farrell, Ridgecrest, CA.

## Kit or Plans for a Sailing Canoe?

I am interested in acquiring a kit or plans for a sailing canoe. Can anyone suggest sources?

Burt Hunley, 29 Riverdale Dr., Covington, LA 70433.

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### Something on Boathouses

I would like to see something on boathouses. My canoe sits out in the backyard in a green cave now but I know others have some wonderful shelters for their small craft. If we ever move to a larger house it is understood that I want an appropriate space for boatbuilding over the long winter.

Isn't that why January and February are so long, dark and cold? To help people concentrate on their projects?

John Callahan, 136 Lowell St., Dunstable, MA 01827.

### The Boat I Want to Build

The boat I want to build will be a shoal draft wooden sailboat for "messaging about" in the bays and harbors of the New Jersey Coast. One type which might work is the Barnegat Bay Sneakbox. I know that many other shoal draft sailboats have been developed in the U.S., however, so I am open to suggestions.

The requirements would be: 1. The cockpit must hold two persons, but the boat must be easy to sail by one person. 2. There must be enough room for both to stretch out for the night, under canvas shelter if need be. 3. It must handle reasonably well in moderately rough water. 4. It must row well. 5. It must be fairly easy to build with wood or plywood by a moderately skilled, first-time boat builder. A kit would be fine if the boat suits the requirements.

I would appreciate any help you might be able to offer. And I am looking forward to my first issue of "Messing About in Boats".

Perry Philp, 148 Loantaka Way, Madison, NJ 07940, (201) 822-3433.

### How About Hot Glue?

Has anyone tested the glue from a hot glue gun to see if it is waterproof? I would think it might stay solid unless the water was as hot as the gun, but would the bond hold? Is there more than one type of hot glue?

If the glue is waterproof the hot glue gun would be a great labor saver for small boat construction. I'd sure like to hear from anyone who has looked into this.

Joe Pouliot, 16930 106th Pl. N., Maple Grove, MN 55369, (612) 494-5511.

### What is "Sow's Ear"?

Jim Thayer's boat "Sow's Ear" is, I think, a Fairy Fulmar designed and built by Fairy Marine, U.K. It is hot molded (agba probably), 20'x7'9"x5'9" (12" keel up), with sail area of 204 sq. ft.

Dennis Davis, Devon, England.

### More About Those Malibus

H. Douglas McNary provided me with the following sources of information on those Malibu outriggers he has been writing about. Here they are if other readers are interested:

Warren L. Seaman, 615 S. Falls Dr., Topanga, CA 90290, (310) 427-2995.

Chris White Designs, Inc., 48 Bush St., S. Dartmouth, MA 02748, (508) 997-0059.

J.A. Haviland, Shonto, AZ.

### Anyone Know About the "Bootsba"?



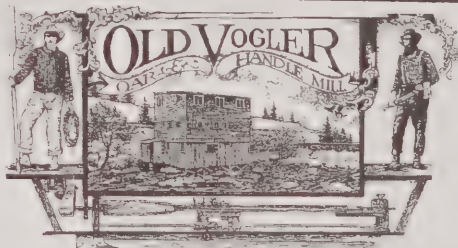
About three years ago, I was given a daysailer that seemed (at that time) like a good restoration project. During that time, there were other projects, including building a boatshop, that always seemed to take priority. Finally, this year I have started work on the project. The only problem is that I don't know what I'm working on, and no one locally seems to know either. The boat is missing some pieces and others are

so badly "repaired" that anything resembling an accurate restoration is, at best, a guess or an assumption. I have enclosed a picture of the boat taken before I started work and a rendering of a logo that is damaged and now only partially legible.

The overall length measures 13'3" with a beam of 4'8". Two unique characteristics may be of help in identification: 1. A bilgeboard box is located under and provides structural support for each of the side-decks, and 2. The side-decks are not flat, but rather, curve in and down. Hull construction incorporated three laminations of 1/16" mahogany with a 3/16" fiberglass shell exterior. The mainsail, with the same logo as the illustration, is in bad condition, but will perhaps serve as a template for a new one. The mast is aluminum (unknown if original) and measures 18'2".

If anyone knows anything about this boat (does it float?), or better yet, knows where I can find plans/construction details, please contact me at (914) 246-6694, or drop me a line.

Raymond Gallagher, 9 Birchwood Dr. S., Saugerties, NY 12477.



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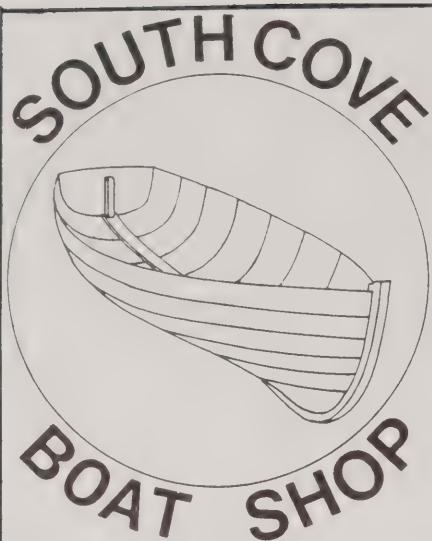
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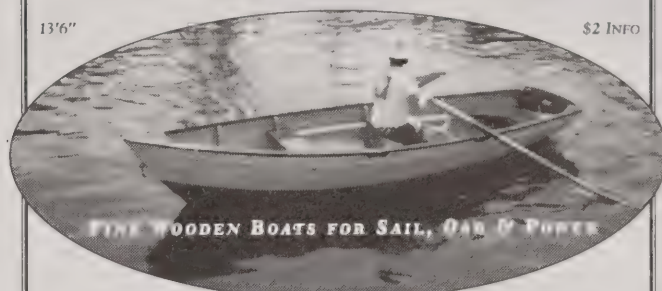
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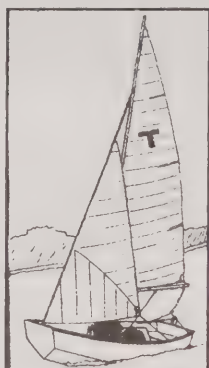
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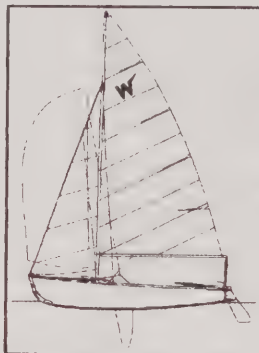
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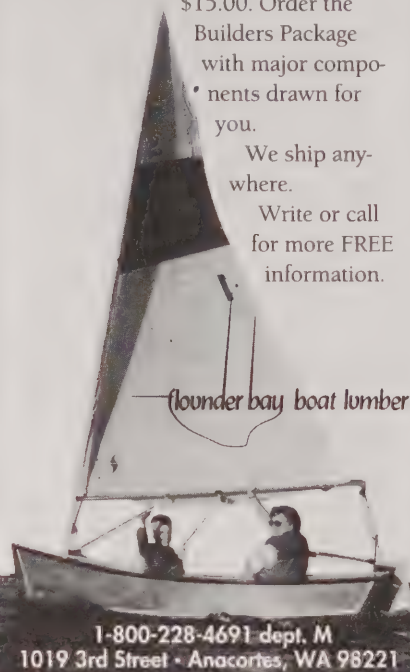
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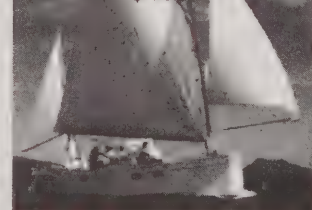
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## BOATS FOR SALE

**Bolger Common Sense Design "Jinni".** 16'1" daysailer/camp cruiser, 2 yrs old. Professionally blt w/ West System, marine ply & FG. Kickup rudder and single, pivoting kickup leeboard. Tanbark sails w/reef points. On tilt trlr, fully equipped, ready to go. Boat, sails & trlr all in exc cond. "Jinni" will sail with barely a hint of a breeze & really moves if there's anything more. She's a real pretty & able daysailer/camp cruiser easily launched & recovered and can be sailed where many boats don't dare go. Large cockpit sits 4+ adults or sleeps 2 and she has a large watertight storage compartment forward. A version of this boat appeared in the Dec 1, 1993 (Vol 11, No 14) issue, pg 22. \$2,200 neg or possible interesting trades? Delivery possible N.E.  
BRUCE A. LETSCH, RFD #5A Box 320, Gardiner, ME 04345, (207) 582-7095. (9)

**15' West Wight Potter,** 1989, by orig owner, w/tilt trlr & 2.5hp Nissan OB; slps 2 w/comfort; incl mainsail, 2 jibs, cockpit floorboards, misc equipment. Vg gd cond. Will consider delivery within 500 miles. \$2,950. PATRICK RODDY, Durango CO, 303-247-8688.(9)

**18' Fenwick Williams Catboat,** '89, cedar on oak, 1B marine engine, slps 2, wheel steering Edson gear, folding cabin table, cockpit, sail and winter covers, sturdy cradle, dacron gaff-rig sail, cushions, stove, porta-potti & extras. & 19,000. Hauling to you can be arranged.  
WILLIAM RAY, Wadsworth, OH, (216) 335-9244. (9)

**Betsy Bay Kayak,** wooden, beautiful boat w/grt handling. \$1,500. Will deliver within 100 mile radius of Providence, RI.  
P.L. KENNEDY, Providence, RI, (401) 274-7200 days, (401) 781-6669 eves. (9)

**Cape Dory 14,** classic hvy FG daysailer, gaff rig, telescoping mast, CB, white, blue interior, wood seats, on trlr, \$1,000.  
**Dyer 9.5** sailing white FG dinghy, mast, sails, rudder, daggerboard, oars, car-toppable or fits into station wagon, \$850. **18' FG Sea Kayak,** \$350. All stored in Beaufort, NC garage.  
SUSAN SCHMIDT, Asheville, NC, (704) 253-6478. (9)

**Klepper Double Folding Kayak,** gray hull, blue canvas deck, exc cond, rudder, sailrig w/leeboards, cockpit cover, 2 adjustable-length Dagger paddles. In Asheville NC. \$2,000. **Klepper Single Folding Kayak,** gray hull, blue canvas deck, paddle, exc cond, in Durham NC, \$1,300.  
SUSAN SCHMIDT, Asheville, NC, (704) 253-6478. (9)

**17' Florida Bay Mudhen,** w/galv trlr & electr motor. Shallow draft, lg cockpit, high sides grt for kids. Simple constr makes it easy to adapt for various nds. \$2,700.  
HAL ZIEGLER, 27 Lake Dr., New Milford, CT 06776, (203) 354-0064 aft 6pm. (9)

**Anchor Dory,** \$295. **13' Allagash,** \$295. **16' Old Town,** \$400. **14' Starcraft** jon boat, live well & Cox trlr, clean, \$800. **8' dinghy,** \$250. Lots of used sailboats 12'-21'. Cover custom fit for 16' canoe. \$95.  
FERNALD'S, Rt. 1A, Newbury, MA, (508) 465-0312. (9)

**19' O'Day Mariner,** '78, 10hp Honda, EZ Loader trlr. All grt shape. \$3,000. Will consider trade for 16' Roger Crawford Swampscott dory.  
DAVID SOLTESZ, 5 N3 Arbor Green, 275 Green St., Edgewater Park, NJ 08010, (609) 877-6771. (9)

**22' Marshall Cat,** hull #4. Manchester sail & cover, VHF radio & other stuff. \$19,000.  
JOHN LANDRY, 29 Broad Cove Rd., Hingham, MA 02043, (617) 749-5335. (9)

## CLASSIFIED ADVERTISING INFORMATION:

Classified ads are **FREE TO SUBSCRIBERS** for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

A one-time charge of \$8 will be made for any photograph included with any ad to cover the cost to us of the necessary halftone. For return of photo following publication include a self-addressed stamped envelope.

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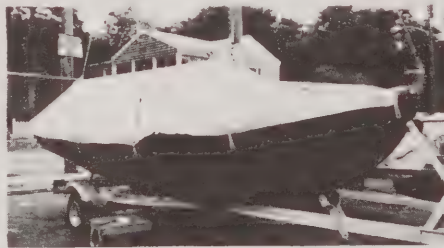
(Starting with the August 1, 1994 issue, I have revised the ad format by using **bold print** for each boat/item advertised to better highlight them for ease of locating your needs.)

**18' Chris Craft Sea Skiff,** '58, beautiful mahogany ceiling, decks, interior & transom. Orig KL 105hp Chris Craft engine, exc cond. Aqua Clear water filter system on engine. New cushions, new canvas cover & new hvy duty EZ Loader trlr never used. A solid & beautiful boat, in storage 6 yrs. \$5,500.  
BOB BLEILER, Mystic, CT, (203) 536-2854. (9)

**Beetle Cat,** '68. Solid hull, nds cosmetics & new deck canvas. \$950 or trade for vly clean Sunfish. **2 Laser Rowing Shells,** exc cond, \$950 ea or both for \$1,800. **New Beach Dolly** for shells makes launching easy, \$100.  
JOEL FLATHER, Little Compton, RI, (401) 635-4819. (9)

**11'6" Rowing Skiff,** 3/8" marine fir ply, mahogany frame, bronze fastenings, \$800. **16'6"x6'5" Semi Dory,** lapstrake 1/2" MDO planks, oak frames, SS fastenings, \$1,975. **10'6" Yacht Tender,** round bottom lapstrake 3/8" mahogany planks, oak frames, mahogany trim, bronze fastenings, \$2,500.  
JOHN KARBOTT, Plymouth, MA, (508) 224-3709. (9)

**16' Rebel,** FG model from late '70's. Gd cond w/trlr, new tires, anchor, hiking stick, 12v trolling motor. Seats 2-4. \$1,500 OBO.  
MIKE MARSH, W. Lafayette, IN, (317) 497-0056. (9)



**14' Amesbury Rowing/Sailing Skiff,** blt '78 at famed Lowell Boat Shop. No rot, no leaks, new tilt trlr. \$2,000. Motor available.  
ROGER EISENZOPF, Gloucester, MA, (508) 281-0256. (9)

**17' O'Day Daysailer II,** boat & sails in exc cond, incl spinnaker & galv trlr. In storage for several yrs. Asking \$1,900.  
BLEILER, NH, (603) 744-2248. (9)

**'74 Sims Single,** 35lbs. Honduras mahogany hull recently decked & refinished. Exc cond. Incl extra seat, riggers & oars. \$1,500.  
NYAC, Pelham, NY, (914) 359-3759 eves. (9)

**Bolger Cartopper.** Nds some paint sanding, \$200. **Trlr** for small boat, \$200. Both Cartopper and trlr, \$300. Beetle Cat sail, exc cond, \$350 firm.  
MARK PINKSTEN, Nashua NH, (603) 881-4205. (9)



**23' "Glander Cay,"** a stout little vessel custom blt for cruising, a take off from "Prudence" by L. Francis Herreshoff. Blt '79-'80, now in nd of gd home w/TLC. Asking price is a low \$6,000. Will consider any reasonable offer.  
D. GATAN, P.O. Box 2646, Key Largo, FL 33037, or message phone (305) 451-1930, ask for Ruth. (9)



**Balboa 20 Sloop.** Lyle Hess design w/3.5hp Nissan OB. \$2,000. Dinghy & Wye River mooring available.  
JIM FISCHER SR., MD, (410) 461-3081. (9)

**17' Swampscott Dory,** brand new sailing dory w/OB well, rigged & ready to go. Bldr's own boat being sold unexpectedly, a rare opportunity to own a classic design that incl both traditional & modern materials for ease of maintenance. Oars, mast boom, mainsail, jib, rudder, tiller, yoke (interchangeable w/tiller) & custom mooring cover are parts of package for \$5,500. Trlr available.  
NED COSTELLO, Middle Haddam, CT, (203) 267-6847. (9)

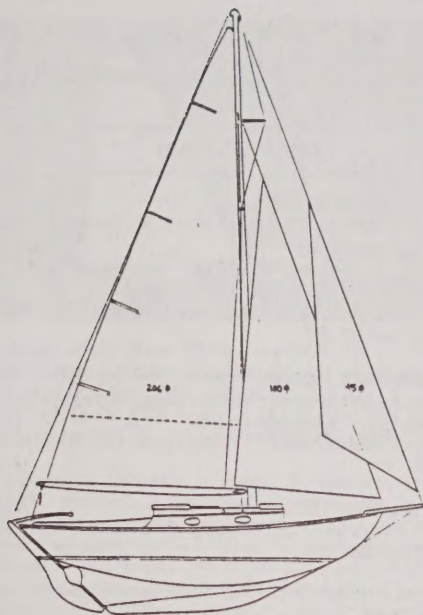
**19' O'Day Sailer** w/trlr, \$1,500. **Zuma Sailboat,** hull & spars, \$150. Delivery arranged.  
HARRIS M. NEWMAN, Gwyned Valley, PA (215) 641-1302 or (215) 723-7300. (9)

**Marshall 18 Catboat,** well found, extensive inventory of equipment. Used daysailing & cruising. Located in Duxbury, MA, \$7,500.  
PHILENZIE, Box 193A, S.H.S., Duxbury, MA, (617) 749-1258 (B), (617) 934-5720 (H). (9)

**Piscataqua Wherry** from Bay of Maine Boats, w/ floor boards, trlr, cover. In exc cond, \$2,000.  
BILL SWEET, Greenland, NH, (603) 433-5582, 5-8pm. (9)

**16'6"x7'6" Saroca,** '86 w/oars & orig performance rig, tall main w/reef points & 3 section mast, \$800.  
TIM MOONEY, Onancock, VA, (804) 787-2268. (9)





'46 Davies Gypsy Cutter, see "Rudder" mag '46 pg 43 & "WB" Vol I No 2, Nov '74 pg 74. LOA 23'10", LOD 22'0", LWL 17'6", Draft 4'0", Beam 7'4", Displ 3,500lbs, 1,200lbs 10'10" long ext iron ballast. Oregon pine on oak, SS fastened. Sitka spruce mast, Universal atomic 4 auxiliary, flush cabin deck similar to Stonehorese, all bronze hrdwre. '88 rblnd incl replacement of deadwood, keel, SS keel bolts, garboards, floors, engine mount, 80% sister ribbed w/ SS fasteners, recaulked, cockpit, companionway, hatch, tiller & boom. In water @ Padanaram harbor, S. Dartmouth, MA. Incl stands, duck canvas cover, jackets, anchor, etc. Ready to sail, \$5,000. RICK GODDARD, Sherborn, MA, (508) 653-1386. (9)

Newport 17 Sailboat, Chinese junk rig conversion, 126 sq ft sail area, 3' draft. on trlr, w/sculling oar & OB. \$1,000 OBO. DON MUSANTE, Groton, CT, (203) 448-3615. (9)

12' Beetle Cat, museum quality restoration w/silicon bronze fasteners throughout, all galv has been removed & replaced, new oak steam bent ribs & 1/2 ribs, some new cedar planks, new cedar over oak transom, coaming, CB. Mast, spar & booms refinished & hardware replaced where needed. Finished w/Interlux paint in orig colors. Excellent dacron sail & canvas cockpit cover, no bailing after rain. Comp watertight, sails like a dream. In water so you can sail her, grt for kids to learn to sail. Will deliver anywhere in New England. Asking \$4000 OBO. DON CORREIA, Mattapoisett, MA, (508) 758-4738, lv msg & tel#. (9)

Navigator 1990. Fast, handsome 21' cat-ketch daysailer/camp cruiser designed & bldt by Steve Wilce. Ultralight thermoplastic construction w/much wood trim. Only 300 lbs. Custom tent. Custom trlr. Cond exc. \$3,600. MAIT EDEY, Vineyard Haven, MA. (508) 693-3350. (9)

Town Class, vintage '37, ready to sail. W/Gator trlr & 5hp OB. \$1,000 OBO. ROBERT BROOKS, Gloucester, MA, (508) 281-2144. (9P)

Small Boat Clearance. Alden Single w/Collar oars, \$900. Scupper sit-on-top kayak w/hatches, \$500. 10' Shell Sailing Pram, bldt but unfinished, \$600. Old Town Royalex Pack Canoe, \$250. All exc cond. BILL LONG, 701 Main St., Riverton, NJ 08077, (609) 786-1599, lv msg. (10)

Piscataqua Wherry, used 2 seasons, in grt shape, \$1,000. BEN BOOTH, Mashpee, MA, (508) 477-3200. (10)

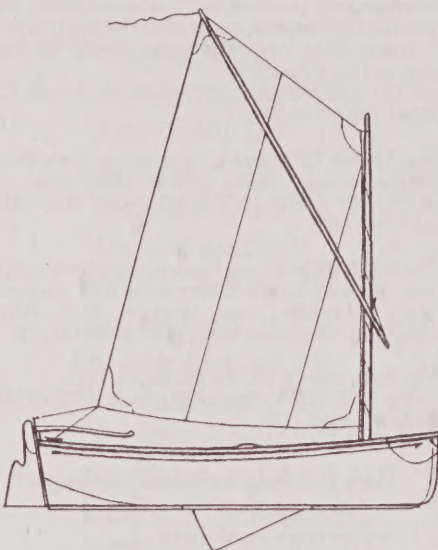
10' Auray Pram Dinghy bldt '93, little used. White oak/pine/3/8" ply. 8' oars, sail rig. Featured in "SBJ" '89. \$375. JIM MONTGOMERY, Erie, PA, (814) 833-4432. (10)



15' Albright Runabout, double cockpit, '57, 35hp Lark runs strong. Hull nds craftsman's touch. \$950. EILEEN SIKORA, 37 Conklin Rd., Warwick, NY 10990, (914) 986-8625. (10)



15' Double End Launch, FG hull w/wood decks & seats. No engine. Gd trlr. \$1,200. 4-Cyl Gray Marine Engine, \$300 or trade for guns. ROY ROYAL, 8524 N. Gratiot, Columbus, MI 48063, (810) 727-7320. (10)



12' Lawley Spritsail Tender, FG, mahogany fittings, trim. Rig stows in boat. Carries 4 adults. Beach dolly, lifting frame. \$1,200. V. MAYS, P.O. Box 207, Clinton, CT 06413, (203) 669-8857. (10)



For Charter. 35' classic sailing yacht "Pleiades". Comfortable cruising for 4 on this fully restored & well maintained vessel. Penobscot Bay, ME. \$975/wk. GEORGE EVANS, Isleboro, ME, (207) 734-6641 eves. (10P)

10' Sailing Dinghy, FG, spritsail, mast, rudder, daggerboard. Nds attentive owner w/money enough to antifoul bottom & stop leaks. \$900. In water at Manchester, MA. DOUGLAS BUCHANEN, 24 Maple Ave., Andover, MA 01810, (508) 474-0332 any eve soon! (10)

Townie Hull #2001, FG, FREE. Nds FG repair. JACK ISRAELSOHN, Beverly, MA, (508) 922-8451. (10)

18-1/2' Triple Keel Sloop, FG, Danish bldt, American designed. 30 yrs old, much travelled & beloved. On new trlr w/lts etc. Nds safe dry yard & attentive handy owner. W/cruising equipment except no OB. Alum mast, furling boom, OB bracket. I've tried my best but age forces sale for \$2,000. In eastern NY nr Hudson. DOUGLAS BUCHANEN, 24 Maple Ave., Andover, MA 01810, (508) 474-0332. (10)

25' Old Town War Canoe, wood/canvas in exc cond w/paddles. Recently refinished. Carries 6-10 paddlers. \$2,500. 16' Old Town Canoe, Guide model in restorable cond, \$195. 13-1/2' Plywood Skiff, never used, doesn't leak, no oars. \$75. JIM SCHROER, Jamestown, RI, (401) 423-1048. (10)

30' Iroquois MK11 Catamaran, totally upgraded over last 4 yrs. Damaged in collision. Asking \$12,000. In western LI Sound. ROBERT DRYER, Short Hills, NJ, (201) 467-2976, Fax (201) 467-3500. (10)

18'6" Cape Cod Catboat, Brewer-Walstrom design, composite constr (ply/ vectra/epoxy) w/trlr & 6hp Johnson OB. Now used for motor cruising. Nds work to restore to sailing. Send SASE for details. \$2,000. BILL O'SULLIVAN, 931 Lawrence Dr., Emmaus, PA, 18049, (610) 965-2341. (10)

8' Whaler Type Dinghy, \$250. BOB DAVIS, RR#1 Box 96, Londonderry, VT 05148-9713. (10)

Sailing Dory, 38"x10"x2". Ply covered w/epoxy-glass. Tandem CB cases. No masts, sails or CB's. 45hp Evinrude commercial OB, only 2 hrs use. 3,500lbs lead ballast in 50lb pigs. \$10,000CAN. Will sell OB separately for \$3,500CAN. J.S. MARKS, Windsor, ON, (519) 255-9702. (10)

8' Lark Dory, perf child's boat or small tender. Dark blue w/gray interior, mahogany & bird's eye maple trim. Unsinkable, beautiful, \$250. JOHN CHANDLER, Box 2656, S. Hamilton, MA 01982-0656, (508) 468-2872. (10)

13' Peapod, FG, Nova Scotia bldt, finished in mahogany & bird's eye maple. A beautiful seaworthy rowing boat (two rowing stations) or yacht tender. Bronze fastened, oars incl. \$1,250. JOHN CHANDLER, Box 2656, S. Hamilton, MA 01983-0656, (508) 468-2872. (10)

Sea Pearl 21, '87. Exc cond, teak trim, water ballast, convertible cabin, cockpit tonneau cover, trlr & some accessories. \$4,300. ROGER NELSON, Whittier, CA, (310) 692-3801. (10)

Bolger Microtrawler, marine ply, sheathed bottom, motor controls & Teleflex helm, SS sink, anchor, fenders, trlr. Nds motor. \$3,500. Bolger Bee, 7'6" planing dinghy, epoxy encapsulated, \$300. Must sell, new baby. See April 15, '92 issue for more info. TONY MC GARRY, Seattle, WA, (206) 527-9285. (10)

22' Herreshoff Eagle, '77. Beautiful FG gaff rigged sloop w/topsail. Lots of teak in cockpit & cabin. Gd cond. Extras. Custom bldt for cruising. 6hp OB. \$7,500. NANCY & DAVID HALL, P.O. Box 235, Bath, ME 04530, (207) 443-9446. (10)

Precision 15 CB Sloop, new summer '94, used vy little. Many extras incl new galv custom trlr, SS OB bracket, 2.5hp OB, sail cover, etc. Easily trailerable, easily rigged. \$4,000. W.R. HOPKINS, Severna Park, MD, (410) 544-3071. (10)



**16-1/2' Whitehall** by Shew & Burnham '78. W/2pr spoon oars, spritsail. Exc cond. Trlr available. Delivery arranged.  
R. GRAHAM, Portland, ME, (207) 797-4795. (10)

**Wharram Tiki 21 Catamaran**, coastal cruiser w/5hp British Seagull OB, new sails, custom expanding trlr, much more. Professionally rblt, 90% done. \$3,500 as is w/all materials & new gear to compl, or \$5,000 finished ready to sail.  
TOM ABBOTT, 1105 SE 30th Terr., Cape Coral, FL 33904, (813) 945-4856. (10)

**12' Kayak**, vy early w/cockpit for 2. Don't know maker, canvas/wood ala "Old Town". Grt shape w/ beautiful orig paint. Also large group of **Pond Model Sailboats**, 12"-60", half-models, dioramas, etc.  
M. CLARKE REED JR., 3881 Main St., Trappe, MD 21673, (410) 476-5115. (10)

**Rhodes 19 Keel Sailboat**. White hull & topsides. Spinnaker, traveller, vang, sail cover, boom tent & almost new trlr. In Deer Isle, ME.  
GEORGE ZENTZ, Concord, MA, (508) 369-8091 eves & wknds, (617) 489-3411 leave message anytime. (10)

**8' Sea Swan Sailing Dinghy**. FG, strong alum mast, red & blue sail. Qual constr, grt cond. \$750.  
CHAUNCY BANCROFT, P.O. Box 693, Ellsworth, ME 04605, (207) 667-4696. (10)

**15' Periwinkle**, CB sailing/rowing skiff, plywood, blt '75. 90sf sprit rigged sail, 2 sets 8' basswood oars. Can maintain 3.2 knots under oars for long periods, 4 in sprints. Exc sailing qualities even in lt airs. Seaworthy because of forward & narrow side decks. Sails/rows best w/2 adults, can handle 4 in pinch, makes gd beach cruiser @ 180lbs. Unfortunate mtg w/rock lvs some work on hull to make her fully seaworthy. Age has impaired watertight integrity slightly, perhaps a FG job is called for. Can be afloat in short order if small handicaps are acceptable. Incl trlr.  
JOHN MENOCA, Annapolis, MD, (410) 757-1987. (10)

**15' Old Town OB**, lapstrake, #150388, blt 2/24/48. Red cedar planking, ash frame. W/ HD trlr, \$1,500 OBO.  
CHRIS LIMA, Newburyport, MA, (508) 462-6822. (10P)

**Folboat Double Kayak**, nds work. \$40.  
LISA BARAFF, Provincetown, MA, (508) 487-2650. (12P)

**Herreshoff Dugout**, a FG copy of the "Master of Marblehead's" proto sea kayak. Could be the heaviest solo kayak ever made (100lbs)! Funky fun, \$150.  
BOB MILGATE, Gloucester MA, (508) 283-0158. (10)

**17' Daysailer**, Pete Culler designed and in his book "Skiffs and Schooners". Blt by John Roche '63. Currently sailing out of Cotuit, MA. FREE to bona fide nonprofit organization whose main purpose is messing with boats. Write on letterhead.  
M. BOTVIN, PO Box 188, Marstons Mills, MA 02648. (10)

**18' Chamberlain Gunning Dory**, as drawn by John Gardner. Compl w/sails, oars, 3.5hp Nissan and trlr. Exc cond, \$3,000 OBO.  
MARTIN BASSANI, 3109 Palm Drive, Delray Beach, FL, 33483 (407) 734-0402. (10)

#### BOATS WANTED

**Sunfish**, in gd cond, \$300-\$500 max.  
JOEL FLATHER, Little Compton, RI, (401) 635-4819. (9)

**Bolger Micro**, w/sails & spars.  
CARL NOE, RD 4 Box 1420, Putney, VT 05346, (802) 387-4666. (9)

**Swampscott Sailing Dory**, FG by Roger Crawford. DAVID SOLTESZ, 5 N3 Arbor Green, 275 Green St., Edgewater Park, NJ 08010, (609) 877-6771. (9)

**Meadowlark** in fair cond.  
TIM MOONEY, Onancock, VA, (804) 787-2268. (9)

**15' Wee Scott Class Keel Sloop**, in useable or restorable cond. Please incl delivery cost.  
AL YOUNG, 13 Circle Way, Sea Cliff, NY 11579, (516) 676-2249. (10)

#### GEAR FOR SALE

**Wooden Mast & Boom**. From Snipe, hollow, round deck stepped mast 19'11", "T" boom 8'5". \$25 OBO.  
RALPH ELDRIDGE, Middletown, RI, (401) 848-7351. (9)

**9.9hp Chrysler OB**, ('70-'72?), exc shape, vy low hrs (10-12 @ most), \$350.  
RON STOLULONIS, Worcester, MA, (508) 798-1603. (9)

**Boat Building Wood**, knot free #1 grade Douglas fir 2-5/8" thick, 17'11" long, 5"-10" wide, much of it vertical grain. Already planed smooth, beautiful material. 2,400 bd ft total, \$2,400 OBO. Must sell.  
TOM ABBOTT, Cape Coral FL, (813) 945-4856. (9)

**Small Boat Building Molds**: 11' Whitehall hull & flotation tanks, fine rowing boat & tender, \$1,400. 17' Newfoundland yawlboat or "Toulinguet Boat", hull from lines by Chapelle, easily driven by power or sail, vy stable, \$900. All molds professionally blt, high qual, vy fair, gd/exc cond.  
MICRO MARINE, INC., 18 Hadley Ct., Noank, CT 06340, (203) 536-3087. (9)

**Heat Shrink 72"Dacron**, for covering canoes/kayaks. Easy to apply, sturdy, light wt. \$3/sq. yard.  
MONFORT ASSOCIATES, Wiscasset, ME, (207) 882-5504. (9P)

**Dry Suit**, Stohlquist 2-pc, blue top, black bottom. XL. Never been used, gaskets have never been trimmed. Don't know what I was thinking. \$100.  
BOB MILGATE, Gloucester MA, (508) 283-0158. (10)

**Star Sails**, main & jib, canvas, sound. \$125.  
CARL NOE, RD 4, Box 1420, Putney, VT 05346, (802) 387-4666. (10)

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DESIGN WORKS, Dept MC, Box 880, Silver Spring, MD 20918. (TFP)

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**America's Favorite Rowing Shirt!** 100% cotton T-shirt \$16, Sweat \$30. \$3.50 S&H. M,L,XL. 24 pg rowing goods catalogue \$2.  
WATERMARK, Box 2732, Kennebunkport, ME 04046, (207) 985-4421. (TFP)

**Johnson 4hp OB**, '90, exc, \$450. Trlr for 10-12 boat, licensed & gd, \$125.  
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"WoodenBoat" Magazines, out of print issues: 1-4, 15, 25-31 & 41 offered at \$10 each. In print issues 18-45 offered at \$3 each. Whole lot \$150.  
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EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (9/95P)

"Sail" Magazine, most issues '71 '77, 79, some '70 & '80. Sale/trade/contribution.  
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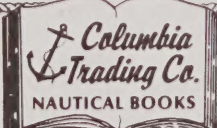
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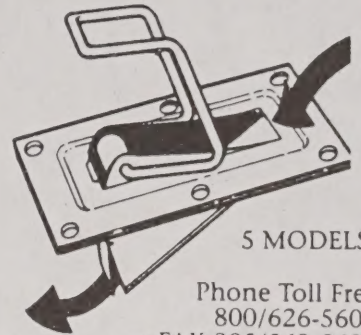
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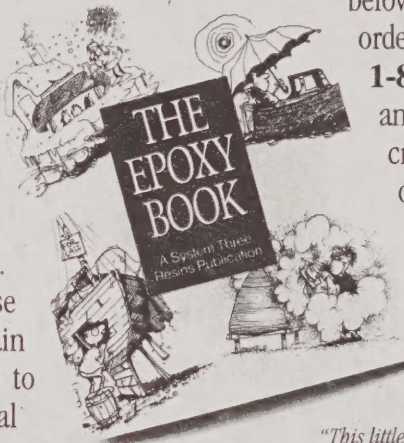
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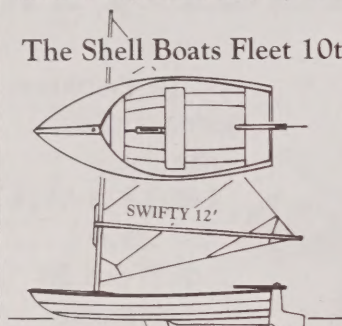
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